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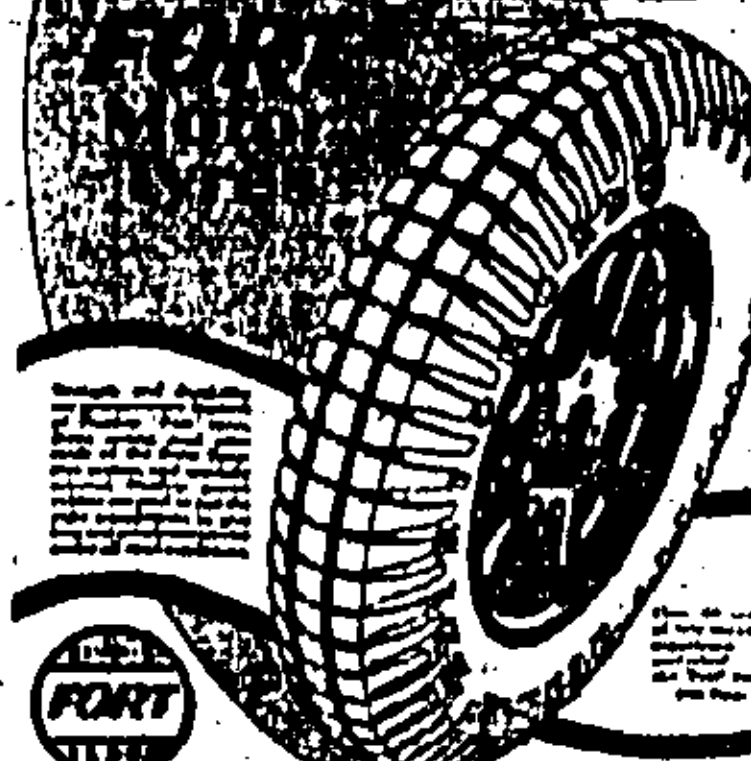
Hongkong Telegraph

FOUNDED 1881 六拜禮 號五十月十英港香 SATURDAY, OCTOBER 15, 1932. 六十月九

Dollar on Demand—12. 1/2
T.T. on New York—22. 1/2
Lighting Up Time—4.45 p.m.
High Water—21.55
Low Water—15.16

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FURIOUS GUN BATTLE IN HONGKEW DISTRICT

Armed Gangsters Attempt to Shoot Way Out of Police Trap

FRANCO-GERMAN TENSION

PRIVATE MEETING SENSATION

A DELEGATE'S CHARGES

Geneva, Oct. 14.

A sensation has been created in the lobbies by the leakage of information regarding proceedings at a private meeting of the Effectives Sub-Committee of the Disarmament Conference.

A serious attack upon Germany by M. Massigli, the French delegate, is alleged to have been made.

It is said that M. Massigli denounced Germany for the secret building-up of arms and armies. It is alleged that he contended that the German police were part of Germany's armed forces and produced photographs showing the police to be in possession of mounted guns.

INTENSIFIED TENSION.

What M. Massigli really said is not known, but the reports of the speech have intensified the Franco-German tension, which is already strained owing to the deadlock in connexion with the proposed reorganisation of the League Secretariat. In consequence of Germany's insistence upon, among other things, the principle that no Power shall have more than two of its nationals in the upper ranks of the League, which hits both France and Italy.

FULL PUBLICITY.

Mr. Massigli has endeavoured to moderate the reports of his speech. He has since explained that he merely used official German data. It is also understood that the full text of the speech will be published in order to clarify the position.

Later.

Official reports of Mr. Massigli's speech shows that he insisted on the military character of the German Police, but was not attempting to prove violations of the Versailles Treaty.

A sub-committee has been appointed to decide the countries in which Police are included in calculation of military strength.

GERMAN REPLY.

Meanwhile, an officially inspired answer which has been issued in Berlin emphasises that the organisation and arming of the Police is suited to the aims of the German Government, but its transformation into an Army would be a technical impossibility.—*Reuter.*

LONDON COMMUNIQUE.

M. HERRIOT LEAVES SATISFIED.

London, Oct. 14.

An official communique issued from No. 10, Downing Street states:—"Conversations took place to-day and yesterday between Mr. MacDonald, Monsieur Herriot and Sir John Simon on the subject of the British proposal for a meeting in which they would participate with Italy and Germany in order to overcome the difficulty which has arisen at Geneva.

"The French and British Ministers agreed in considering that the meeting should consist of the four Powers named and that the best place for such a meeting would be Geneva.

INVITATIONS SENT OUT.

The British Government have sought the concurrence of the two other Governments concerned in this proposal. This meeting would have an unofficial and a preliminary character. Its object would be to seek and propose a means by which the common work of the disarmament conference, within the League of Nations, might be effectively resumed.

"When the Italian and German Governments were consulted on the suggestion that the Four Power Meeting should take place in Geneva, the Italian Government at once agreed.

Disappointment and surprise is

THREE SHOT DEAD RIDDLED

FOURTH NOT EXPECTED TO LIVE

POLICE OFFICERS WOUNDED

SHANGHAI, OCT. 15.

A SENSATIONAL GUN BATTLE, REMINISCENT OF THE GRESSON STREET AFFAIR IN HONGKONG AND THE STILL MORE FAMOUS SYDNEY STREET EPISODE IN LONDON SOME YEARS BACK, OCCURRED IN THE HONGKEW DISTRICT WHEN FOUR ARMED ROBBERS FOUND THEMSELVES TRAPPED WITHIN A POLICE CORDON.

International Settlement Police received a warning that armed robbers had entered a house in Hongkow with a view to robbery. The warning came through within a few minutes of their entry and within a few minutes more, a large force of police had surrounded the house, guarding it back and front.

In the furious battle which followed, three of the robbers were shot dead, the fourth of the gangsters was so seriously wounded that he is not expected to live and two members of the police force were wounded.

Fighting began with a fierce exchange of shots from cover, the robbers being the first to open fire when they discovered they had fallen into a trap. They attempted to shoot their way out of the building, the police replying with deadly fusillades which brought them down, one by one riddled with bullets. There was never any prospect of the gangsters being taken alive. The first intimation to them of the likelihood of capture provoked the gun battle.—*Reuter.*

SPAIN'S WAR ON RELIGION CHURCH PROPERTY TO BE SEIZED

Madrid, Oct. 15.

A Bill to regulate Religious Orders in Spain has been submitted to Parliament.

Under the Bill, the Government reserves the right to approve the appointment of high ecclesiastical authorities, and provides that the buildings which have been used for Roman Catholic services shall become national property.—*Reuter.*

felt at Germany's unwillingness to accept this proposal.

Although London was mentioned in the terms of the British Government's original invitation, the actual place of meeting was, in their view, of minor importance, and it is hoped that Germany's present unwillingness to accept Geneva will be overcome.

Apart from this disappointment, it is understood the Ministers were well satisfied with their exchange of views which revealed a mutual and very genuine desire to surmount the impediments existing in the way of real and effective progress with the disarmament problem.

There was, of course, no intention that these Anglo-French conversations should, in any sense, touch on matters coming properly within the sphere of the League of Nations or the Disarmament Conference. The only purpose was to get the latter conference out of the present impasse.

"ALL IS WELL."

The French Premier left London for Paris in the afternoon. Before leaving, M. Herriot, in an interview, said the conversations were carried on very pleasantly. "We discussed things with frankness and came to conclusions in perfect loyalty to each other. I think I can say all is well."—*British Wireless.*

CROTIAN RISING DENIAL ITALY REPLIES TO CHARGE

Rome, Oct. 15.

The assertions by the Yugoslavian Foreign Ministry regarding the plot for a Croatian rising are officially denied here.

The allegations referred to an alleged revolutionary plot, in which Italian troops and naval forces were said to be preparing to co-operate, and which, it was said, had been timed for the coming Spring.

It was also alleged that considerable quantities of arms were landed from an Italian submarine on a secluded bay along the Balmatian coast. Those arms, it was said, were being widely distributed among the peasants, who were drilling and exercising military formations.—*Reuter.*

OTTAWA PACTS PRAISED WARM AUSTRALIAN APPROVAL

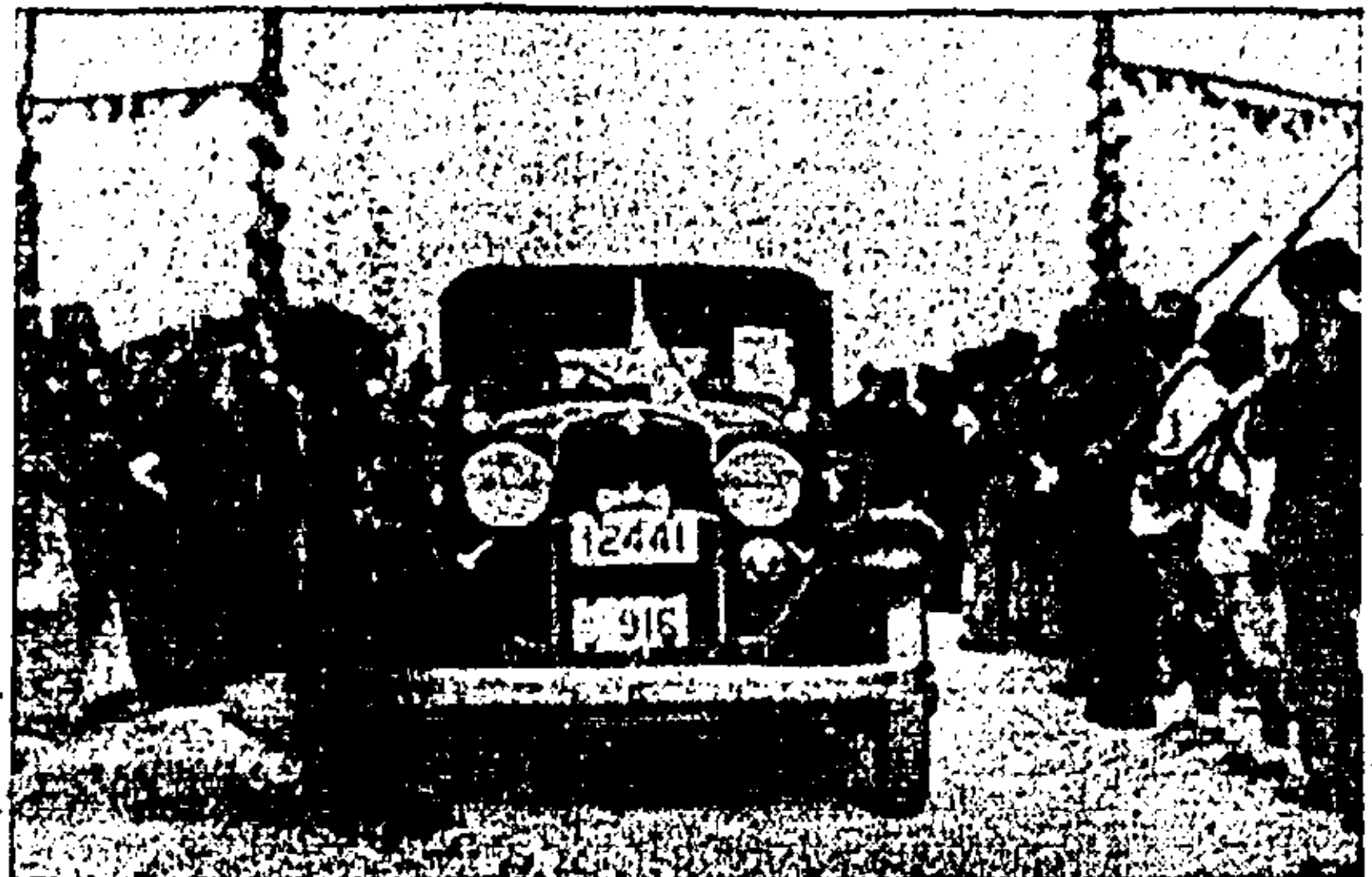
London, Oct. 14.

Mr. Stanley Bruce, the Australian Minister Resident in London, expressed confidence to-day that the Ottawa Agreement between Britain and Australia would prove of great advantage to both countries.

The operation of new preferences, followed by the gradual adaptation of the Australian tariff policy to the principles agreed upon at Ottawa, should ensure British industry a preponderant share of Australia's import trade, which, as Britain's action helped Australian farmers to obtain a more satisfactory outlet for their produce, should steadily increase.—*British Wireless.*



Mrs. Tung Siu kai, wife of Chekiang's Commissioner of Reconstruction, cutting the ribbon at the formal opening of the new Shanghai Hangchow road, which cost \$1,000,000 to build. It is 216 kilometres long.



One of the first cars to travel on the Shanghai Hangchow road after the opening on Monday.

CHIANG KAI-SHEK CLEANING-UP

DEATH FOR CORRUPT OFFICIALS.

(Special to "Telegraph").

Hankow, Oct. 15. General Chiang Kai-shek is waging a serious campaign against corrupt officials in this area and in the Hupeh Provincial Government.

Already there have been twenty arrests and one execution, while the others were sentenced to terms of imprisonment. More arrests and executions are expected.—*Reuter.*

BELFAST'S TROUBLES

GENERAL STRIKE THREAT

BELIEVED TO HAVE BEEN AVERTED

Belfast, Oct. 14.

Minor incidents connected with the unrest and dissatisfaction among the unemployed continue daily.

The possibility of a general strike, urged by the Trades Council, is, however, believed to have been definitely averted.

The situation has improved considerably as a result of the decision of the Ministry for Home Affairs to increase outdoor relief from 40 to 60 per cent.

OFFICIAL MEASURES.

The Ministry has also agreed that the outdoor relief workers who refused to carry on owing to the low rate of pay will be allowed to resume without victimisation.

The Corporation of Belfast is assisting in removing the social unrest by providing for additional distress relief works to which the Government of Northern Ireland will contribute half the cost.—*Reuter.*

LYTTON ON REPORT

LAVISH HOSPITALITY IN MANCHURIA

STRONG HOPE FOR SUCCESS

London, Oct. 14.

His personal viewpoint regarding the work of the League of Nations Commission on Manchuria was given by the Earl of Lytton to-night in a broadcast speech.

Lord Lytton laid particular emphasis upon the interest which was everywhere shown in official circles, in Japan, in China and in Manchuria, regarding the objects of the Mission and he referred with some feeling to the elaborate hospitality afforded them in Manchuria.

"It was difficult," he said, "to avoid being completely exhausted by the daily and nightly banquets given in our honour."

Dealing with the prospects of a successful solution of the Manchuria problem, Lord Lytton said: "The difficulties are still very great, but I am confident that the experience the League has acquired in the last twelve years will enable it to deal with the obstacles and get over them successfully."—*Reuter.*

TERRIFIC SPEED AT BROOKLANDS

EYSTON BREAKS TWO RECORDS

(Our Own Correspondent).

London, Oct. 14.

At Brooklands to-day, in some thrilling speed races, George Eyston, driving a super-charged 1600 c.c. Riley Six, covered two hundred kilometres at an average of 111.12 miles an hour, which is both an international and a British record.

He drove for two hundred miles at an average speed of 111.65 miles an hour, setting a British record.

THREE TRAINS WRECKED

C.E.R. TRACKS PULLED UP

FIERCE BATTLE ON LINE

Harbin, Oct. 15.

The reign of lawlessness and chaos along the western section of the Chinese Eastern Railway arising from the anti-Manchukuo campaign of the Volunteers has now spread to the eastern section of the line.

Since Monday, two passenger trains and one Japanese armoured train have been wrecked and subjected to a terrific fusillade by large forces of "bandits."

The incidents occurred at different points on the 243 kilometres to the east of Harbin, one 305 kilometres from Harbin and the third five kilometres further along the line. The three trains were all wrecked, the line having been pulled up.

ATTACKS BEATEN OFF.

All attacks on the trains were, however, beaten off by Japanese soldiers, who claim to have inflicted heavy losses on the attackers.

It is reported that several Japanese soldiers and passengers were killed and others wounded, but further details are lacking.

The policy of harassing the Manchukuo Government and preventing them from establishing any semblance of order in North Manchuria is being pursued ruthlessly by the Volunteer forces, who have now rendered impossible communication on the Chinese Eastern Railway east of Imlenpo.—*Reuter.*

ANGLO-IRISH TALKS

BEING CONTINUED TO-DAY

London, Oct. 14.

While the Anglo-French conversations on disarmament were proceeding at the Prime Minister's official residence, 10, Downing Street, this morning, important negotiations between the British and Irish Free State Governments were opened near by at the offices of the Cabinet Secretariat.

The negotiations have reference to financial matters in dispute, covering the land annuities and other sums formerly paid to the United Kingdom, which have been withheld by the Irish Free State, amounting in all to about £5,000,000 annually, of which £2,900,000 represents land annuity payments.

The British Government were represented by the Dominions Secretary, Mr. J. H. Thomas, and other Ministers, and the Irish Free State's principal delegate was Mr. Eamon de Valera, President of the Executive Council of the Free State.

The discussions lasted throughout to-day with a short luncheon interval, and will be resumed tomorrow morning.—*British Wireless.*

physically fit, she dined off turkey and plum pudding.

Miss Plunket lived in the reigns of five sovereigns and during the life-time of six holders of the Plunket title, and was believed to be the oldest person in Ireland.

STOP PRESS

Pastor De La Sala was this morning convicted of common assault on Mr. Raymond O'Shea and bound over in a sum of \$200 to be of good behaviour for a year.

when she was still mentally and

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CONTRACT BRIDGE

By W. E. McKenney

When two strong players are using the one over one system, defensive bidding against them is attended with grave danger. This hand, shows what may happen to an unsuspecting player who dares to overcall an opening bid.

<p> A-Q-7-3 J-4 Q-2 K-10-7-6-3 </p>	<p> NORTH WEST EAST SOUTH </p>	<p> 10-6- 4-2 8-7-5 10-9- 7-5-4 *5 </p>
<p> K-9-5 Q-3-2 K-J A-K-J-9- 4-2 </p>	<p> J-8 A-K-10-9-6 A-8-6-3 A-8 </p>	

The Bidding

South opened with one heart. West had a five-card club suit, and an array of face cards which, according to the table of high card tricks used by some writers, counted up to about three tricks. Therefore he could hardly be blamed for bidding two clubs, even though vulnerable.

North knew his partner's opening bid in first position was based on at least three high card tricks, and probably more, so he did not hesitate to double two clubs, and that ended the contracting.

The Play

North opened the jack of hearts and ruffed the third round of that suit with the three of clubs. He led a small diamond which South won with the ace, and returned the jack of spades. West covered with the king, so North went up with the ace and returned the queen and another spade. South ruffed the third one with the eight of clubs, laid down the ace of clubs and returned another heart.

Up to this point declarer had not won a trick, and he must still concede two more to North's queen and ten of clubs. When the smoke cleared away declarer found that he had won exactly three tricks after contracting for eight, and the penalty was 1800 points.

West suggested weekly that his partner might have saved something by rescuing with two diamonds, but a review of the play showed that the opponents could have slaughtered a two-diamond bid just as badly. The only way West could avoid trouble on this hand was to feign deep sleep whenever it became his turn to bid.

LEAGUE CHANGES

COMMITTEE OF NINETEEN
VACANT POSITION

Geneva, Oct. 14.

The composition of the Committee of Nineteen of the League of Nations has been altered in consequence of the recent changes on the Council. Mexico will replace Peru, and Yugo-Slavia will be replaced because Czecho-Slovakia is already a member. The Council will meet this afternoon to designate the successor to Yugo-Slavia.

It is understood that Turkey is an active candidate and much is being said in favour of an Asiatic State being represented on the Committee. The election of South Africa is on the cards however, as it only just failed to secure election when the Committee was constituted.—*Reuter*.

LOCAL DIVER'S DEATH

ENQUIRY CONTINUED
YESTERDAY.

Further evidence was taken by Mr. Schofield, at the Central Magistracy yesterday afternoon, in connection with the enquiry into the death of William Ramsay Stephens, an Australian diver employed by the Hongkong Government, who met his death under tragic circumstances on September 20 when engaged in diving operations near Queen's Pier.

The jury was composed of Messrs. T. H. R. Shaw (foreman), R. J. F. Ohi and J. M. Wong.

R. Jones, a school boy, who was an eyewitness of the tragedy, said that about 8.45 p.m. on September 20 he saw the deceased standing on the ladder by the barge having his helmet adjusted by a Chinese. After that the deceased himself adjusted something on the side of the helmet. He then stepped into the water, and floated to the side of the pier. Witness noticed bubbles coming up. Four Chinese were working the pump at an ordinary speed. The diver was in the water for about two minutes, when witness noticed the Chinese with the rope pulling him up. Bubbles appeared all the while, but suddenly a large bubble appeared, and about ten seconds later the diver appeared. His helmet was off, and his head was on one side. He did not move or make any sign. His face was very white, and was beginning to turn blue. He was taken on board the barge, and laid down in it, after which ambulance people got on the barge and attended to him.

In reply to Inspector Dorling, witness said that he saw the Chinese adjust the safety catch on the helmet, but did not see him examine the collar closely. It was only when the diver went under water that bubbles began to appear, but no bubbles appeared when he floated to the pier. The bubbles continued to come while he was under, and just before he appeared a large bubble appeared. Only about two minutes elapsed from the time he went under until he came up. He did not see any signal on the rope which the Chinese was holding.

In answer to the foreman of the jury, witness stated that four Chinese were manipulating the pump all the while. The Chinese on the boat did not appear to be excited as if sensing something was wrong, and when the diver reappeared they put him into the boat and did not help him or give him artificial respiration.

Another eyewitness, Peter Wilson, also a schoolboy, gave similar evidence, though he added that he noticed froth round the deceased's mouth when he came to the surface. Witness gathered something was wrong and immediately dashed off to the Star Ferry and telephoned for an ambulance.

Foreman's Evidence.

The Chinese foreman, Fung Kan, said that he had been employed in this capacity for over two years, during which time he had worked on the pump and been in charge of the rope which was attached to the diver and also used for signals. He had six men under him on September 20. Four were working on the pump, while the other attended to the diver and he held the rope. Six signals were given with this rope.

One pull meant that the rope was being pulled up without the diver. Two pulls meant that it was being paid out. Three pulls meant that the diver reached the bottom in safety. Four pulls meant that the diver wanted to be pulled up. This last signal could be given by the diver or himself. Five pulls meant that more air was required, and six pulls meant that less air was required. These were all the signals, and they were not posted up at the office or in the barge. He gave them to the deceased when he first met him on September 10. On this day deceased came on the

ANOTHER PARLEY.

DISARMAMENT TALK
AT GENEVA

London, Oct. 14.

The disarmament conference between England and France has agreed that Britain, France, Italy and Germany should confer, preferably at Geneva, to discuss the disarmament difficulties. The British Government has invited to the proposal. At Geneva only would the meeting seek the means whereby the work of the Disarmament Conference might be effectively reviewed and resumed.

The conference ended at 1 p.m. Italy has already replied that she is willing to attend Geneva but Germany at present objects to Geneva as a venue.

M. Herriot, interviewed by Reuter declared there would be no trouble whatever in reaching complete agreement.

"My English friends and France have agreed to confer with Italy and Germany, while Britain has agreed to conference being held at Geneva within the framework of the League, and be of a preliminary character," he said. "Unfortunately Italy alone has accepted."

It is learned that the British standpoint has not been changed and that she desires a four power meeting to clear up the disarmament conference difficulties.

It is earnestly hoped that Germany will not treat the venue of the conference as an insuperable obstacle.—*Reuter*.

Germany's Stipulation.

Berlin, Oct. 14.

It is understood that Germany will accept the invitation to attend the four power conference at Geneva on condition that Germany's claim for equality is the sole object of the conference.

No attempt will be made to drag in Germany to a Disarmament Conference before this claim is admitted.—*Reuter*.

barge with Mr. Nicholl and checked the diving gear.

Deceased started work two days later at Blake Pier. No difficulty was then experienced about the signals. Deceased went down again twice on September 15, and was down for forty minutes, but no trouble or difficulty occurred. Witness, however, noticed that every time the deceased came up his face was very red, and he perspired freely. The three former divers had not shown these signs on coming up.

The Fatal Day.

On September 20 deceased came aboard the barge. Witness noticed that deceased walked slower than usual along the pier. Witness directed the man who held the air-pipe to adjust the diving suit on deceased. This was done, and then his boots put on. The helmet was not put on until deceased had gone down the steps. A rope was tied round deceased's waist, and a belt with a knife attached was also put round his waist. The signal rope was fastened to his right shoulder. The pump was then tested and the air-pipe attached. Two weights attached to a rope round his collar hung down on either side of the corselet. Witness himself put the helmet on the head of the deceased, and adjusted the front glass. After everything was complete, he rapped on the helmet to notify the deceased that everything was correct. The pump was started before the glass was fixed on. Before he went down, deceased himself tested the air-valve. Witness noticed that the diving suit was all puffed up, and that when deceased went under bubbles appeared as was usual.

The hearing at this stage was postponed until next Tuesday afternoon, with an additional afternoon on Wednesday.

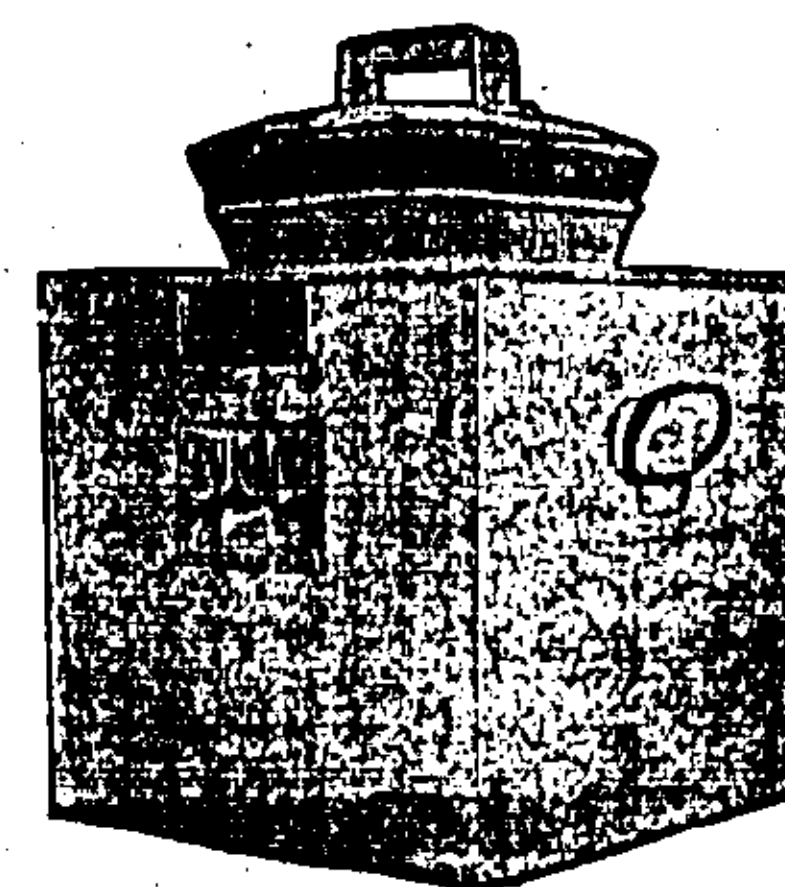
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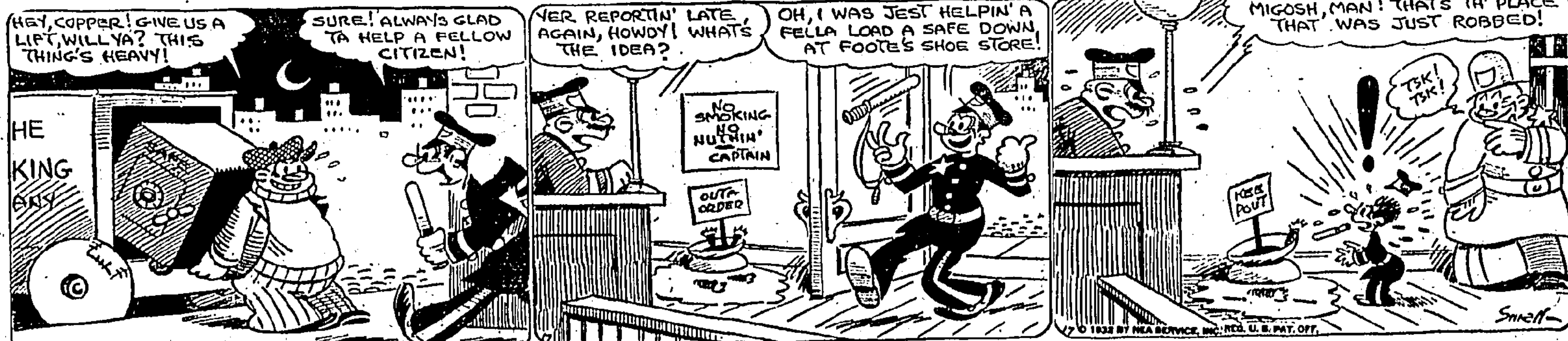
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The Late Arnold Bennett's Last Long Story

"DREAM OF DESTINY"

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CHAPTER VII (Continued).

Dr. Acton Wogle put his silk hat on a table. He was a fair man, dressed with strict correctness and no originality, as became him, having regard to the fact that the increasing multitude of patients gravely mistrusted originality in the appearance of their life-savers. He was never in a hurry but never wasted time. His ultimate destination was undoubtedly Harley Street—as a nerve specialist. He had a commanding, even an imperious air, and a quiet firm voice to match it. He sat down.

"Mr. Friar is not here," he observed critically, and glanced at the clock, and continued after the minutest pause: "Your daughter is no better, but she is no worse." Mrs. Friar's face began to fall again, and she nervously wiped her eyes, and tried to be brave. Dr. Wogle watched her impartially. Roland looked at the doctor's face, to read his thoughts; but he could decipher nothing; and he felt very uneasy and very uncomfortable; he felt almost like a criminal. Was the doctor about to diagnose and prophesy serious things? Roland was afraid. Then Dr. Wogle proceeded: "I withheld my opinion this morning until I could make a further examination. I am now pretty sure that my first suspicion is justified. Your daughter is suffering from acute neurasthenia."

Mr. Friar came in, fresh from his windy promenade on the spacious roof. He was wearing a travelling suit.

"Ah!" he murmured. "You're here, Lane Smith. Glad to see you." And, nodding to the doctor, he took an easy chair. "Well?"

"Dr. Wogle says the poor dear's got—"

"I was just saying," the doctor interrupted Mrs. Friar, "your daughter is suffering from acute neurasthenia, Mr. Friar, and from nothing else."

"What is your 'neurasthenia'?" Mr. Friar demanded. "I am not one of those people who are soothed as soon as a disease is named. I don't exactly know what neurasthenia is, and I want to know." His voice was as firm as the doctor's.

"Neurasthenia is nervous weakness, weakness of the nervous system. Acute neurasthenia is pronounced weakness of the nerves. It is a disease like any other disease. Its symptoms are as much mental as physical, but I should not call it a mental case—such as hysteria would be, though Miss Friar is not free from hysteria. She is very gravely overtired. Very gravely. She may have been working up to this crisis for a long time. Indeed she must have been. The approach of this disease is usually insidious. Nobody notices it. The patient doesn't notice it himself. I found a throbbing in the abdominal aorta this afternoon. The mental energy is completely exhausted. Well, not completely, but you know what I mean. If her mental energy was completely exhausted she would probably be dead, and she isn't dead."

"She's been sleeping badly," said Mrs. Friar feebly.

"That is nothing," the doctor said. "That's merely a sign. Insomnia in itself is never dangerous. Many people who live to an advanced age have always been bad sleepers."

It occurred to Roland that he ought to have removed himself when the interview began; he was an intruder; but he could not stir.

"Yes," Mr. Friar remarked. "I have always slept badly myself."

"I think," said Dr. Wogle, "I think that your daughter's case is a not uncommon one. She has been doing something that she doesn't like doing." Mrs. Friar made a movement of protest. "Yes. Something she doesn't like doing. Acting."

"But she simply lives for the stage," exclaimed Mrs. Friar. "I wish she didn't."

"I don't say she hasn't been living for the stage. I say I suspect she acts against her inclination. Perhaps she thinks she can act well, and so she ought to act, and so she acts from a sense of duty. Or I daresay she is ambitious. Say she wishes to reach a certain goal. Say she wishes to be acknowledged as the finest English actress. The means to the end are distasteful to her, but she accepts the means in order to achieve the end. Now I've read the papers to-day. I read them as soon as I left home this morning. And it seems to me that she has already achieved her end, if her end is what I think it may be. She probably knows last night at the theatre that she had done so. She is released from the strain. Nothing to worry her now except the fear that she mayn't be able to keep it up, and the sense of responsibility. But the strain is very

much lessened, and she has succeeded. Now we mustn't jump to the conclusion that this is a very strange moment for her to fall ill. It really isn't at all a strange moment. It's an extremely likely moment. It's the most likely of all moments. People are constantly falling ill when a strain is released and there's no further necessity for them to keep well. But I imagine that your daughter's case is more complex than that. She may, quite unconsciously of course, have taken refuge in this illness. Possibly because she is afraid she won't be able to keep the position she has made. Possibly because she would be glad of any excuse for not acting. Remember she's succeeded. It's the people who fall who never collapse. The successful people often do. No one can expect anything more from them and they take advantage of that—quite subconsciously."

"It's very interesting, all this, psychologically," said Mr. Friar judiciously, thinking. "This man likes to hear himself talk, but I doubt if he's an absolute fool." Aloud he added: "But the treatment?"

"Rest!" answered Dr. Wogle. "Rest. Rest. And rest. Complete rest, physical and mental. No callers. No correspondence. No reading. No exertion of any sort. She really ought to go into a Home. But she seems rather violently against that."

"She's quite right there," said Mr. Friar grimly. "And I understand you don't want her mother or me to see her!"

"Not unless she insists. And then only for a couple of minutes twice a day. No one ought to see her except the nurse and that maid she calls 'Nanny.' Nanny will be harmless enough."

"Ah!" breathed Mr. Friar, sardonically.

"The patient will probably object at first. But she'll used to the new state of affairs and then she'll like it. They always do. And that will be the real beginning of her cure. And when she's got back her strength, then we must re-educate her in the management of life. Psychotherapy. But there's no question of psychotherapy for the present. Her condition is grave, and the weakness is acute, as I said. The maid told me that when her mistress got out of bed this morning to look at herself in the glass, she fell down—she was so giddy. Couldn't stand. And this afternoon I shouldn't be surprised if I warn you, by the way, she may totally lose her voice for a few days." At these words his voice softened and his gaze became compassionate; and the other three perceived that, despite any indications to the contrary, he had bowels and could exercise considerable charm.

There was an instant's silence as Dr. Wogle triumphantly surveyed his cowed audience; and then a quick series of sharp noises, scuffings, and exclamations in the corridor just outside the drawing-room door. Roland was sitting nearest the door. Alarmed, he jumped up and opened the door. The girl incapable of the slightest movement was struggling with the nurse, who was hurrying down the corridor towards them. Phoebe was in a rose-pink night-dress. "Ah!" she cried angrily, seeing Roland. "So you are there. Nanny said you had come. Why did you tell all my friends to leave my dressing room last night? I call it a piece of blasted—" Her tones had risen to a savage shriek, but the word 'blasted' seemed to stop her. She subsided limply to the carpet, and the nurse subsided with her. A strong hand, the doctor's, pushed Roland violently away.

"I was just unpacking my things, doctor—the nurse began, self-exculpatingly.

"Take her feet," said the doctor. "I'll take her shoulders. You people needn't come. Better not. This is only a touch of hysteria. It's nothing out of the way."

Roland and Mr. and Mrs. Friar watched the slow procession recede along the corridor. Neither Roland nor Mrs. Friar dared glance at the other two.

"If it's nothing it's nothing," said Mr. Friar. "So we may as well remain quite calm. I'm going to hang a new picture in my work-room. You'll find me there. Don't cry, Emily!" Missenden appeared from nowhere, and two young, spruce maids. The procession had vanished. The maids were eagerly savouring the magnificent alarm. They lived intensely.

"Missenden," Mr. Friar ordered. "Get someone to help you with my trunk back into my dressing-room, and unpack it."

(To be continued.)

THE VOLUNTEERS

CORPS ORDERS FOR THE COMING WEEK

Hongkong Volunteer Defence Corps orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E. commanding Hongkong Volunteer Defence Corps. Friday, Oct. 14.

1. Parades.

(a). Corps Band.—The Band will parade every Friday in mufli at 6 p.m. at Headquarters until further notice.

(b). Battery.—1. Parade at 5.30 p.m. sharp, for Signallers and Staff at Headquarters on Tuesday, October 18th. Everybody concerned must make an effort to attend.

2. Parade for gun drill at Headquarters at 5.30 p.m. sharp, on Thursday, October 20th.

(c). Engineer Company.—Parade at Miniature Range at 5.30 p.m. on Monday, 17th instant.

(d). Corps Signals.—Parades will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 18th. October and on Friday, 21st. October.

(e). Machine Gun Troop.—Vickers Gun Instruction.—Tuesday, 18th. October. Parade at Causeway Bay Stables at 5.30 p.m.

(f). Armoured Car Section.—The Section will parade at full strength on Monday 17th instant at Headquarters at 5.30 p.m.

(g). Motor Machine Gun Section.—The Section will parade at Headquarters at 5.30 p.m. on Monday, 17th instant.

(h). Machine Gun Company.—1. The Company will parade on Friday, October 21st in Close Column of Platoons at 5.30 p.m. at Headquarters in mufli for Machine Gun Training.

2. Machine Gun Part II. No. 4 platoon will fire Machine Gun Part II at Stonecutters Range on Sunday, 16th October, mufli or uniform optional, but equipment i.e. Drill Order must be worn.

Launch leaves Queen's Pier at 8.30 a.m. and Kowloon Police Pier 8.40 a.m.

Range Officer.—Lieut. E. G. Stewart.

3. Company Dinner. Tickets for the Company Dinner are now available at \$2 per head from Acting C.Q.M.S. A. C. Beck c/o Asiatic Petroleum Co. or through Platoon Commanders.

(j). Scottish Company.—No. 6 Platoon parade at Kowloon Dock under 2nd. Lieut. T. P. Sanderson at 5.30 p.m. on Thursday, 20th instant.

No. 7 Platoon parade at Headquarters under 2nd. Lieut. A. W. Brown at 5.30 p.m. on Thursday, 20th instant. Halloween Dinner. Will be held at Headquarters on Friday, 4th November, 1932 at 8 p.m. Further particulars will be notified to members by circular, but meantime all ranks are asked to register the date to keep it free.

(k). A.A.L.A. Company.—No. 1 Sec. A.P.C. and No. 2 Sec. H.K. Electric.

The usual weekly instruction parades are suspended till further notice. Instead, the two Sections will parade together on the first Thursday of each month at the A.P.C. Installation, North Point at 5.30 p.m. Members are strongly urged to attend intermediate parades as often as possible with No. 3

Section, Centre, at Headquarters every Monday at 5.30 p.m.

Other Sections will parade according to the following time table:

No. 3 Section, Centre, at Headquarters at 5.30 p.m. on Monday, 17th. October.

No. 5 Section, Kowloon Cricket Club at Tuesday, 18th. October.

No. 4 Section, Kowloon Dock, at Kowloon Dock at 5.30 p.m. on Friday, 21st. October.

(l). Portuguese Company.—Parade at Headquarters at 5.30 p.m. on Tuesday, October 18th. Details will be found in the Appendix.

Company Officer for the week ending Saturday, 22nd. October—Lieut. J. H. Lawrence.

The Company has been finally divided into four Categories as follows:

Category "A", Fully trained men who have completed both Musketry and Lewis Gun training. Requirements for Efficiency, Drills, Camps, L. G. Classification, G.O.C's. Inspection.

Category "B", Men who have qualified in Musketry, but require L. G. training. As above.

Category "C", Men who have not yet qualified in Musketry. Drills, Camp, Musketry Class, G.O.C's. Inspection.

Category "D", Recruits and men detailed by the Command for special individual training. Drills, Camp, Musketry Class, G.O.C's. Inspection.

The Category lists issued at the commencement of the Training Season are now cancelled.

Platoon Commanders will now advise all N.C.O's. for Volunteers who wish to practice for the forthcoming Hongkong Rifle League Competition. Range Officer—Lieut. J. H. Bottomley.

3. Struck off the Strength. No. 10 Platoon, 10th. October, 1932.

Having completed 3 years' Service. No. 1291 Cpl. M. A. de Silva, No. 9 Platoon, as from 12.10.32.

Having been dismissed. No. 1361 Bdm. F. J. Noronha, Corps Band, as from 3.10.32.

4. Transfer. No. 1574 Pte. T. L. Paget, No. 2 Platoon, is transferred to Armoured Car Section with effect from 14.10.32.

5. Leave. Lieut. J. F. Wright, Armoured Car Section, granted leave from 6th to 10th. October, 1932.

No. 1683 Cnr. H. S. Dinadale, Battery, granted 3 months' leave from 1.9.32 to 30.11.32.

No. 1949 Pte. T. V. Harvey, Anzac Company, granted 6 months' leave from 10.10.32 to 10.4.33.

6. Strength. The following have been taken on the Strength: 1059 Pte. D. J. Willis, No. 3 Platoon, 7.10.32.

1062 Pte. A. C. Xavier, No. 10 Platoon, 11.10.32.

1961 Pte. J. C. Miller, No. 7 Platoon, 13.10.32.

W. H. G. GOATER CAPTAIN, Adjutant, H. K. V. D. Corps.

UNFINISHED MASTERPIECE

Arnold Bennett's last long story was left unfinished, but this does not spoil its worth or readable quality, but rather adds a mystery value which will be found very intriguing.

first, leaving elaboration of the lesson till last.

(m). Anzac Company.—1. Parade at Volunteer Headquarters at 5.30 p.m. on Monday, 17th. October. In place of the usual Machine Gun Drills there will be a lecture by Captain Goater on "Application of Fire-General," which will include the Combined Sight Rule. All ranks are specially requested to make an effort to attend.

2. N.C.O's. Class to be held on Friday, 21st. October at 5.30 p.m. at which a revision of the examination papers or the participants in the N.C.O's. examination held on the 14th. instant will be made and the results announced.

3. Range Allotment. The Range is reserved on Sunday, 30th. October for Volunteers who wish to practice for the forthcoming Hongkong Rifle League Competition. Range Officer—Lieut. J. H. Bottomley.

4. Transfer. No. 1574 Pte. T. L. Paget, No. 2 Platoon, is transferred to Armoured Car Section with effect from 14.10.32.

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W. H. G. GOATER CAPTAIN, Adjutant, H. K. V. D. Corps.

BELFAST DISORDERS.

ATTEMPTED LOOTING BUT NO FURTHER RIOTS

London, Oct. 14.

Attempts to loot three public houses at Belfast yesterday evening were quickly dealt with by the police and no repetition of rioting occurred.

The night passed quietly and conditions were normal to-day.—*British Wireless.*

TREVESSA TROPHY

JARDINE'S CREW AGAIN WIN EVENT

Six crews lined up for the start of the 18th bi-annual race for the Trevesa Trophy, for ship's life boats, held under the auspices of the Royal Hongkong Yacht Club yesterday. The entrants included a crew from the Mausang, under D. G. Goddard, who won last year.

Jardine Matheson and Co. Ltd. retained the trophy although an entry from the J. C. J. L. Tjckembang crossed the line first, but was disqualified.

Capt. D. Skinner, Marine Superintendent of Jardines and Capt. McEachran, Marine Superintendent of China Navigation Co. Ltd., sent the boats off to a good start at Channel Rocks and immediately the Mausang's crew took the lead. The J. C. J. L. boat, on the extreme right, had the longest route but gradually crept up on the others. An entry from the Suiyang under Capt. Byrne had difficulty with the sea (and when it eventually got away it was rowing only four oars instead of six).

J. C. J. L. Take Lead.

The Mausang men kept the lead until turning out of Kowloon Bay and heading for the Yacht Club buoy.

They were gradually overtaken by the Dutchmen who were rowing steadily and taking full advantage of the wind, whereas Goddard and his men were too far inshore to have its full benefit.

The J. C. J. L. crew crossed the latter part of the harbour almost entirely under sail with the crew resting for the final sprint. They finished well ahead of the Mausang but were later disqualified for using sails which exceeded the measurement limits. The race was awarded to the Mausang.

The Suiyang entry was so far behind that they failed to complete the course, retiring after reaching the Yacht Club for the first time.

Long Course.

The course was from Channel Rocks to Kowloon Rock then to a mark off the Yacht Club and to Cust Rock Beacon, finishing across the Yacht Club line.

The entries were Fooshing (McPherson), Fooshing (Studholme), Mausang (Goddard), Suiyang (Byrne), Kalgan (Forbes) and Tjckembang (F. Vandyle). The Mausang was followed by Fooshing (McPherson), Kalgan and Fooshing (Studholme).

Mr. D. McPherson, who took charge of the second Fooshing crew, is second engineer aboard the vessel, and this was the first time that an engineer had skippered a crew in the event.

At the conclusion of the race Mr. H. S. Rouse in the absence of Mr. T. H. R. Shaw, presented the trophy and a souvenir to Mr. D. G. Goddard. Mr. Rouse commented upon the good race and complimented the Dutch crew. He regretted that they had been disqualified.

Mr. P. Tod, Shipping Manager of the Indo-China S. S. Co. returned thanks for the trophy and expressed appreciation to the Yacht Club for organising the event.

Survivor Recently Here.

Mr. Norman V. Robson, who was chief engineer aboard the Trevesa when she sank, and who shared in the epic voyage in lifeboats which followed, passed through Hongkong recently aboard the a.s. Cape St. George, of which he is chief engineer.



Protect the eyes of your children and ask for the best spectacle lenses—

ZEISS
Punktal

Agents:
CARLOWITZ & CO.

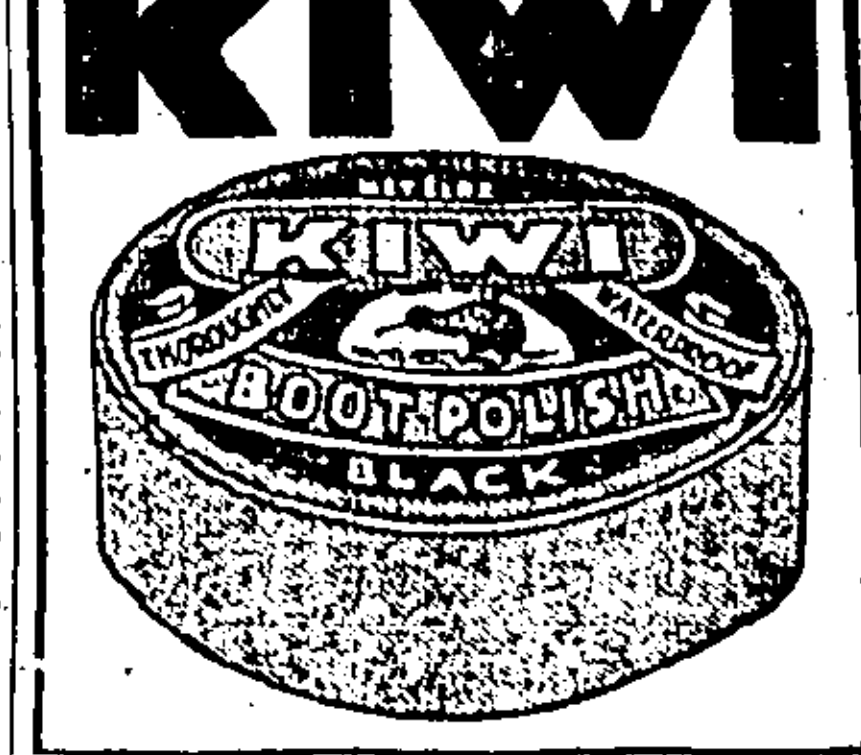
As new as the first day you wore them



THEIR original gloss unimpaired—their leather kept supple—shoes that have their daily clean with Kiwi keep as new as the first day you wear them

Kiwi contains special ingredients that preserve the finest leather, keeping it waterproof and wear-resisting twice as long.

In black and all shades of tan.



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EXPERT MASSAGE
No. 308, Nathan Road,
2nd Floor.
KOWLOON.



TO-MORROW

THE HEARTIEST LAUGH HONGKONG HAS HAD FOR MONTHS!

BUSTER KEATON

in

"THE PASSIONATE PLUMBER"

with

JIMMY (SCHNOZZLE) DURANTE

Imagine them together! They are funny alone but a picture with a pair of them and

POLLY MORAN

How mortified!
How mortified
you'll be if you
miss this one!



Will you be able
to keep your
attitude?
Oh Boy!
Oh Boy!!

IS JUST THREE TIME AS FUNNY AS ANY PICTURE HAS A RIGHT TO BE!



HOLEPROOF gives you smart appearance and trim fit in hosiery that wears 3 to 4 times longer, yet costs no more.

The exclusive Holeproof "Ex-Toe," a special reinforcement that triples wear resistance at the toe, is the secret of Holeproof's greater durability.

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Largest Shipment ever received
of the latest Models
HATS and DRESSES
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Add to the Comfort of Your Rooms with

PEKING RUGS

They are the most durable,
given exceptionally long wear,
fast colours, lovely patterns.

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LIPTON'S

CHOICEST PURE CEYLON TEA
From all Compradore Stores



Agents:—W. R. LOXLEY & CO.



THE WORLD OF WOMEN



By Joan Savoy

There is enough demure femininity—and enough smart sophistication, too—about the autumn offerings to raise your style score several numbers with anyone.

This outfit is a chic case in point.

The ensemble, which comes in a thrilling flamingo red and a mysterious black, is fashioned from a new rough silk.

The dress, designed for teas or cocktail parties, has picked up plenty of style points. Full sleeves are caught just below the elbow and finish with long, tight cuffs. A big bow ties itself alluringly on the right shoulder.

The skirt attaches itself to the blouse under the jacket, and high up under the bust, so nobody can guess how it stays in place. The material moulds the hips and the skirt is circular.

A draped turban of black velvet borrows the careless snap of a beret, and succeeds in being sophisticated at the same time. The turban clips over one eye, and sweeps away from the hair on the other side, in the approved new manner.

Slippers of black fabric, featuring a row of tufts, will probably make you take some of the successful steps you have taken. The tufts are unusually feminine, and femininity is the keynote of the new mode.

Avoid jewellery, unless you want a ring or two, as the dress is so decorative in itself that even a casual string of beads would be interfering with your position in the fashion line-up.

ORIGINAL TABLE CLOTH.

A table runner which has a slightly futuristic air is made of parchment-coloured linen, embroidered in a floral design with thick, shining, coloured silks. The design chosen for the cloth is one of arum lilies, and the slender white and yellow flowers appear to great advantage when worked in silk.

TIES FOR THE AUTUMN.

Ties are evidently to be worn with many of the new jumpers this autumn, so most of the new jumper models are designed with detachable "Peter Pan" collars of silk or crepe-de-Chine. The collars tone with the colour of the jumper, and the tie is generally a shade deeper; two collars may be bought with each jersey.

BEAUTY HINTS.

Draw the Line at Lined Brows!

Foreheads are revealed by the cock-eyed manner in which autumn hats perch over one eye. A lined brow, or one that has stray hairs from ungroomed eyebrows, may spoil the most beguiling hat. But a serene, calm brow will add some allurements to a hat that wasn't doing all that it should.

Poise is one of the first requirements for charm. Poise demands an unruffled appearance. Smooth foreheads give it.

Those that are knotted into lines, which look as though they should be pressed out, make people nervous. They denote a tautness and hurriedness that isn't relaxing or becoming.

Notice the people on the street or in the subway or on the street car. The majority of them have lines between the eyes. Their minds apparently are drawn into knots and the general idea is creeping into their faces.

In modelling your forehead, the first thing to do is to unscrew the lines. Practice the up'fing exercises over your eyes. Use cream on your forehead as faithfully as you do on your cheeks. Make it smooth and clear.

Now look at your eyebrows and note whether or not the lashes stay where they should, or go straying out of bounds. There should be an inch—or nearly an inch—of space between your eyebrows. If there isn't, sit down before your mirror and set busy. Pluck out the hairs that have roamed over the bridge of your nose. The effect in colour, and more serene when you are through. You will need tweezers for this process.

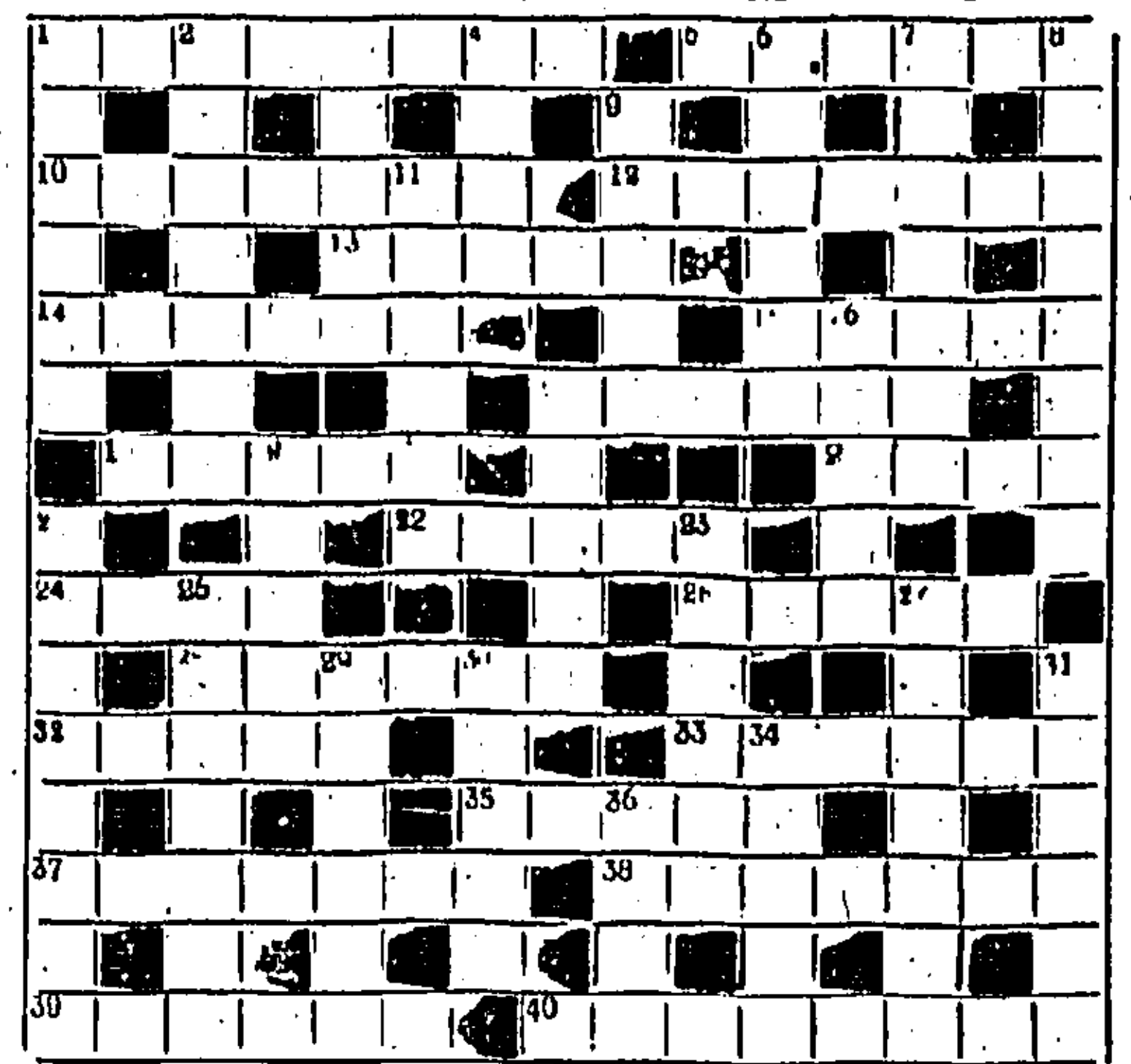
The method of plucking eyebrows applies merely to those that have grown where they aren't needed. You may have stray hairs too high on your forehead, or too low in the area below your lids. Take them away, too, if you have.

But the old scheme of plucking the eyebrows until they form a thin, artificial line should not be followed. Make use of all of the hairs that you have in your brows, as long as they grow in the right place. The natural line is much more effective than an artificial one. But keep it within bounds.—BY ALICIA HART.



These are the "Repal" shoes in the new cordial and wine shades of kid, the latest note in both fashion and political propaganda.

OUR BRITISH CROSSWORDS



Across

- 1 See we dig in a sideways fashion.
- 5 Something moderate associated with spiritism.
- 10 A legal obstruction in the middle of the performance means that the whole thing must be cut out.
- 12 Don't lose your temper, but this really is to be treated with a considerable amount of heat.
- 13 Follow in consequence.
- 14 A plank, shall we say, in the platform of the sailor.
- 15 Not the language of diplomacy.
- 17 Be present at ten with a penny to find this word.
- 18 A schoolmaster.
- 20 The same schoolmaster when he has lost his heart.
- 22 Gives out.
- 24 Transported, and, one might imagine, bound up.
- 26 That which the boy does at the nest the young bird in it also does.
- 28 This must be cut down—with special reference to Mussolini.
- 32 Gives rise to sauce: in fact, may be a reason for it.
- 33 Smudges.
- 35 An established principle introduced by a gay young fellow.
- 37 Toward the wind's direction.
- 38 Put it down to a writer associated with Pharoahs.
- 39 A little animal begins to make a noise.
- 40 What about the measured part of the bird?

Down

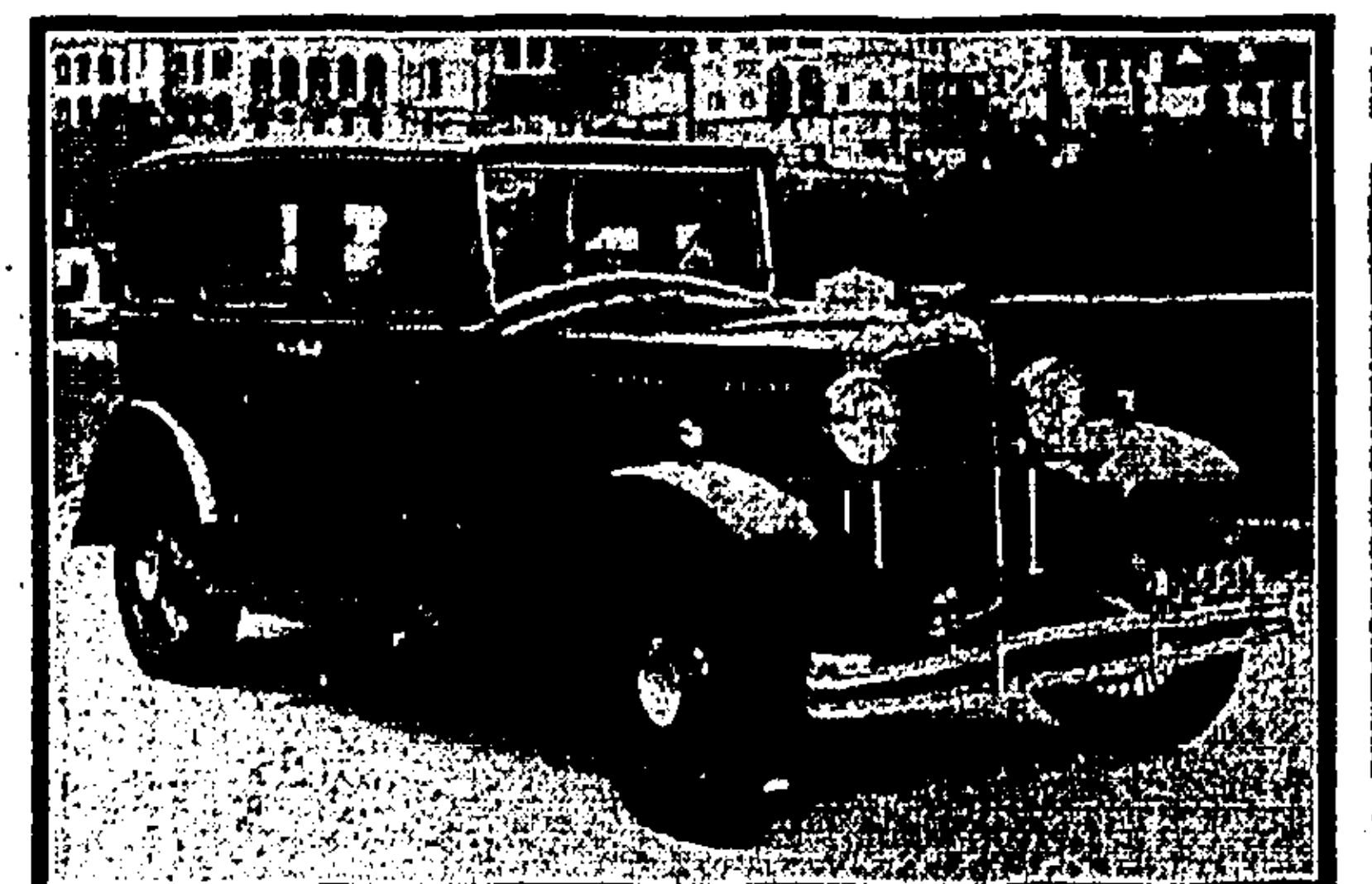
- 1 Charm which an organ helps to create.
- 2 This bird is more likely to be hanged than shot.
- 3 Comes up in the spring.
- 4 You'll have to add soap to 3 for this.

- 6 What a cat considers a mouse.
- 7 They cannot exist without water.
- 8 Neither good nor bad.
- 9 One who acts.
- 11 "O ye gods, ye gods! must I—this?" (Julius Caesar).
- 16 Toughen.
- 17 You don't like the fellow, you can't. In fact—
- 19—detests is not too strong a word.
- 21 The artist, in a position known from actual sight, is grave and venerable.
- 23 Sudden movements.
- 25 One must have a truly uncouth heart to be so cautious.
- 27 Put the map down when you start to make the metal smooth; this is quite an important point.
- 29 Just the place for tea.
- 31 This rises—not unlike money.
- 34 French town in which you will still find half an old army ration.
- 36 The cut that takes the tree down.

Yesterday's Solution.

HERE FOR DEANBLED
AUSU ASSOCIATION
PUSHBIRCHEQUE
PUSHBIRCHEQUE
EPILEPSYACTING
NORSEHAYADDE
SHEPHERDANGLE
MORHORN-TEVS
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GARYANISOD
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X'MAS PARCELS
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Will help you to select a lovely present
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ORIENTAL ART.

Always unusual & pleasing to your friends
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Prices are ranging from 50 cts. upwards.

WE PACK, SHIP OR POST YOUR PURCHASES.

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TAKEN REGULARLY ENSURE GOOD HEALTH.

YEASTEX tones up the system and increases intestinal activity, eliminates poisonous matter and promotes physical energy and mental alertness.

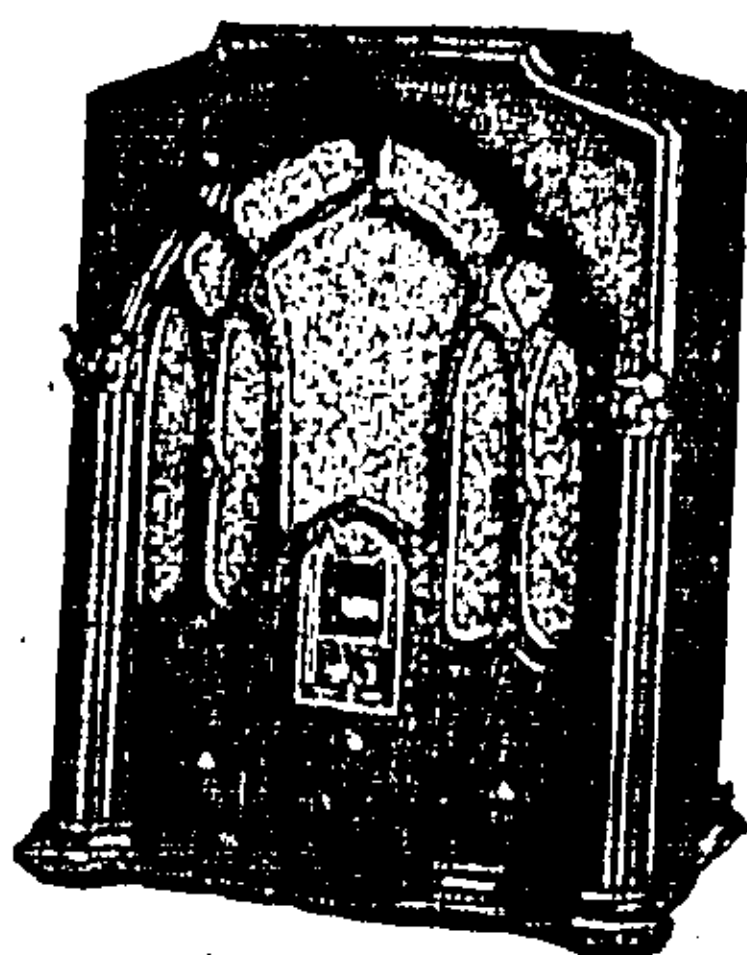
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BUILD A NATURAL RESERVE OF HEALTH AND VITALITY.
Price per Bottle of 50—\$1.50.

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An eight tube Superheterodyne equipped with Micro Tone Control, Pentode and Super Control Radiotrons. Chassis rubber mounted in a table type Walnut finished cabinet.

Silent dialing and perfect Automatic Volume Control.

Large stock of Radios & Radio-Gramophones always on hand.

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Chater Road.

LANE CRAWFORDS'

Exclusive Shipment of Boys' Knitted Apparel has Just Arrived

Smartly designed Pullovers, many with stockings to match, are a particular part of the young boy's wardrobe that we are featuring this month. Many are hand knitted and come in light and heavy weights. We also have a very fine selection of boys' Knitted Suits.

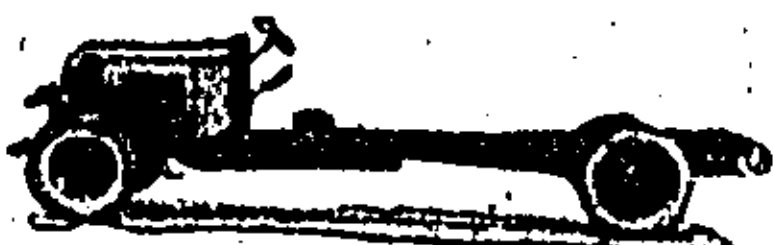


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1½-TON 157" WHEELBASE MODEL



1½-TON CHASSIS
(157" Wheelbase)

FEATURES

Six-cylinder valve-in-head truck engine.
Heavy duty four-speed transmission with six-bolt Standard S.A.E. power take-off opening.
Powerful internal expanding weatherproof brakes.
Extra heavy truck frame: 213 9/16" long, 7" deep and 2 3/4" flanges.
Rugged rear axle equipped with inspection plate.
Special 10" truck type clutch.
Four semi-elliptic springs parallel to the frame.
Dual rear wheels standard: 30 x 5, 6-ply truck-type tires.
Optional single rear tires are 32 x 6, 10-ply heavy duty at no extra cost.
All wheels are interchangeable, front and rear.
Twelve-foot load space back of cab.
Available in numerous attractive colours.

PRICE—1½-ton Chassis.
Delivered Licensed and Duty
Paid H.K. \$3,475.

THE HONGKONG HOTEL GARAGE

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
Stubbs Road Happy Valley

The Hongkong Telegraph

SATURDAY, OCTOBER 15, 1932.

OUR GESTURE

Hongkong's gesture under the Ottawa agreements is, for all practical purposes, confined to the special licence fee on foreign motor vehicles. It was realised from the first that this Colony could do very little, by reason of two factors—the desirability of preserving our free-port status, and the fact that we produce practically nothing on which we could enjoy a preference in other parts of the Empire. The method chosen, of applying a stiff special fee on foreign vehicles at first registration, conforms with expectations, although there is fairly general surprise that the fee is so high. Already, there has been criticism, some of it quite justifiable, especially the point that the tax is, in effect, made retrospective by the fact that it applies to stocks already imported. From this standpoint, the impost is more stringent than an ordinary import tariff. Agents for foreign cars would, indeed, appear to have some ground for requesting exemption on cars which can be proved to have been in stock before the tax came into force. Otherwise, in some instances, the discriminatory legislation may apply to vehicles which had arrived in the Colony even before the Ottawa Conference was held. Another point raised is whether the discriminatory measure is not in contravention of the spirit of the Treaty under which Hongkong was ceded to Britain, but it seems extremely doubtful whether this submission can be sustained, as there is nothing in the Treaty which would appear to restrict Britain's rights in any way whatsoever.

The main matter for consideration is whether the new tax will be conducive to the expansion of the trade in British vehicles locally. At first sight, it would appear that it will, but there are factors

to be borne in mind which serve to raise some doubt on this point. If British and foreign cars were of much the same type and price, the advantage to the British product would be obvious. But they are not. It is common knowledge that by far the great majority of cars in Hongkong are of American make. This is so not because there has been any preference for the foreign product as such, but because American high-powered cars have been found more suitable to the needs of the Colony than British vehicles of approximately the same price. The horse-power tax at Home has been largely responsible for this circumstance, as it has tended to keep down power. There is a further factor to be reckoned with, namely, that for the higher-priced British cars few service facilities have been offered in Hongkong; here, again, the American product scores. So it would seem that the new tax may not, after all, result in any marked increase in the sale of British vehicles, unless better service facilities are made available and the manufacturers are induced to concentrate on special overseas models. In the latter connexion, however, the producers would need to have a bigger market than Hongkong could provide to warrant turning out cars of special design. However, it is now certainly up to agents and manufacturers alike to see that Hongkong is better served than it has been in the past.

The local Government, in its communique on the subject, has wisely laid stress on the desirability of imposing as few restrictions as possible on the movement of Hongkong's trade, which is another way of saying that, so far as this Colony is concerned, Free Trade suits it best. We must therefore count ourselves fortunate that the discrimination now imposed is only in respect of motor vehicles and a preference for brandy of Empire origin. One point, however, which is not clear is what reciprocal advantage is Hongkong to get in return for its gesture. Nothing definite has so far been disclosed in this connexion. It would be well, therefore, if the position were made clear. On the general issue, while we all desire to see Empire trade expanded, there will naturally be some regret felt at the fact that the new tax, no matter how it may be officially described, represents a further encroachment on the Colony's free-port status and does definitely interfere with the flow of trade.

Spanish Industrial Standards.

The new Spanish Government has just ratified eight International Labour Conventions so as to bring its industrial legislation into harmony with the accepted international standard as laid down by them. Spain has now 24 ratifications to her credit, the most of any European country save Luxembourg. The Conventions to which the Spanish ratifications have been received are all of a severely practical nature. The first is one preventing the employment of children under 14 in the fields during school hours, for obvious reasons. The second also deals with agriculture and allows to farm workers the same rights of association in trades' unions and guilds as are allowed to workers in industry. The third deals with a specific trade, namely baking. The terms of the Convention prohibit night baking. This, though perhaps it is tiresome not to have new rolls at breakfast, prevents a great deal of sweated labour. Other conventions which Spain has ratified are those causing the weights of heavy packages to be clearly marked on the outside of the cases; the convention for the protection of dockers; the convention for the suppression of forced labour which is so akin to slavery. It is interesting to note this since in the Liborian slavery exposures it was proved that there was great export of natives to the Spanish possession of Fernando Po in the Gulf of Guinea where they were

DAY BY DAY

HISTORY PROVES THAT THE MAJORITY OF MEN WHO HAVE DONE ANYTHING GREAT HAVE PASSED THEIR YOUTH IN SECLUSION.—Heine.

Mrs. G. S. Archbutt arrived back from Australia on the a.s. Change.

Mr. and Mrs. J. B. Blood-Smythe have taken up residence at Gloucester Building, leaving 6, Macdonnell Road.

Rear Admiral and Mrs. A. H. Walker arrived yesterday by the Empress of Japan and are staying at Government House. They have been on a tour of North China and will be leaving for Home next week.

Major H. B. L. Dowbiggin and Lieut. Harry Owen Hughes, officers in the Hongkong Volunteer Defence Corps, who are at present at Home on leave, during their furlough are to undergo a course of training with a unit of the regular army at Aldershot.

The Governor-in-Council has declared that the Dangerous Drugs Ordinance, 1923, shall henceforth apply to Acetyldihydrocodolone and its salts and any preparation, admixture or other substance containing any proportion of Acetyldihydrocodolone.

Passengers arriving on the Empress of Japan yesterday included Mr. and Mrs. J. H. Taggart, Mr. R. G. Shevan, Professor W. I. Gerrard, Mr. and Mrs. A. Cameron, Mr. K. K. Rounds, Mr. and Mrs. Eldon Potter, Mr. H. G. Sheldon, Mr. and Mrs. J. F. Wright, Miss Mannik, Mr. B. Bradbury, and Mr. P. M. Hodgson.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—An Ordinance to amend the Importation and Exportation Ordinance, 1915; an Ordinance for the resumption of the City Hall property; an Ordinance to amend further the Crown Solicitors Ordinance, 1912.

forced to work on the unhealthy coconut plantations. The last two conventions to which Spain has acceded are those that make the eight hour day compulsory for black-coated as well as for manual workers and the convention limiting the hours of work in coal mines. It is understood that it will not be long before Spain also ratifies six other conventions. It may seem that Spain has only attempted to whitewash herself in the eyes of the world. But in reality it means more than that. Each country has to send in an annual report on the way the convention is working and is hauled over the coals if it is not being applied both as to the spirit and as to the letter. The value of the work of the International Labour Organisation of the League of Nations is never more clearly shown than when as in the present instance, a country is trying to create a new industrial standard. Without the guidance of such an organisation as the Office, only through a long period of trial and error would it be possible by purely national action to create a standard from nothing. It is one more proof, if further proof were needed, of the value of international co-operation.

Bulls and Inners

From the Office Butts

Twenty-one years ago, a Hongkong motorist was fined \$40 for speeding at 17 miles an hour. If he maintained that pace nowadays, he'd be fined for obstruction.

Many people are speculating on the probable results of the new tariffs. Ottawagers!

The fact that Mary Pickford's husband is entering the China Golf Championship shows that there's life in the old Doug yet.

The latest motor-cars have welded bodies. But that doesn't signify that they'll have fewer nuts in them.

With so many fads about it, it seems that every doc. has his day.

We trust that the outcome of the Budget won't be a tax on income. Contrary to general expectations, the cold snap indicated by a temporary thermometer depression, did not create the anticipated aroma usually associated with the resurrection of last winter's apparel.

An American literary critic says Bernard Shaw is the greatest man in the world today. It's only fair to add, however, that G.B.S. thought of this first.

Young John D. Rockefeller says he is a "born teetotaler." Weren't we all?

When these big liners go on world cruises, lots of the passengers are rolling in luxury.

Terrible lot of indignation advertisements appearing lately. Blamuth before pleasure!

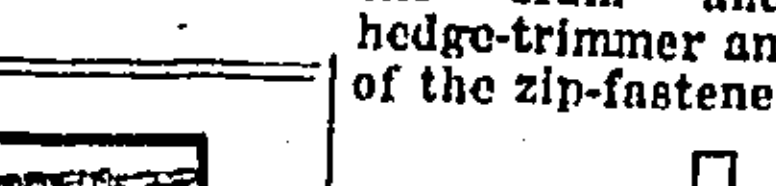
The trouble with some of these Hongkong women is that there are considerably more of them nursing grievances than babies.

Edward Kelly and his wife are the happiest married couple we know. They've been living apart for the last five years.

When these new divorce laws are promulgated in Hongkong, people will be able to gain their experience by decrees.

All this money going out of Ireland in sweeps is enough to make the Irish weep!

Deep-sea fishing is the latest craze in Hongkong, although from what we hear, most of the devotees spend their time on the briny de-baiting!



A burglar told a magistrate that he used to be a sailor. It is understood that trouble invariably arose when he was asked to take a watch.

"We mean to fight on," declared a Prohibitionist recently. To the bitters end!

It is claimed for a new gramophone that has just been put on the market that it can be taken to pieces in a few seconds. So would our neighbour's if we could only get at it.

Occasionally you see a man driving a car so carefully that you conclude it must be paid for.

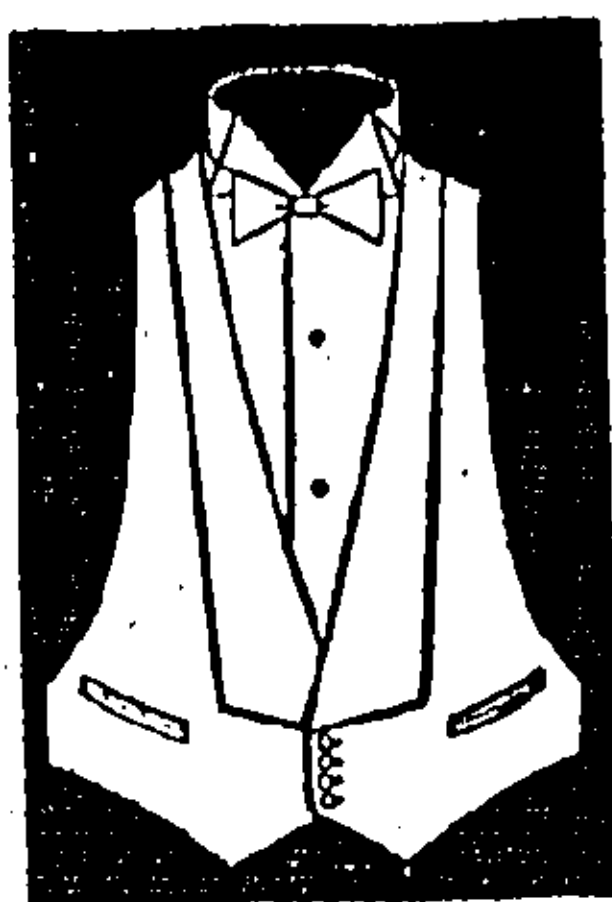
New Definition:—A husband is a man who works day and night to pay for the labour-saving devices his wife buys.

A reviewer says that one book he read through recently caused him to lie awake all night thinking about it. The bank manager has sent ours along, too.

A local menu mentions "Cheese (served with crackers)." What, so long before Christmas?

"But, Mrs. Martin, do you understand the fundamental theory of preparing vegetables?"

WHITE DRESS WAISTCOATS.



Tailored from Pique or Marcella fabrics, in single and double-breasted styles, Mackintosh Dress Waistcoats offer a wide range from which a man can easily select the style he prefers. Exact fit is assured by a choice of several fittings to each chest measurement. Each waistcoat has a tab in front to fasten to the top trouser button. The backless waistcoat—single or double breasted—is becoming more popular each season.

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Always happy at teething time

BABY is always happy at teething time if crisp "Ovaltine" Rusks are given to him to bite upon when the first little teeth are making their appearance. With the assistance of these delicious rusks the tiny teeth come easily and quickly through the gums. Strong, healthy teeth with good formation are promoted. Baby delights in the crispness of "Ovaltine" Rusks. As he grows older they should continue to form part of the daily dietary. Efficient mastication is encouraged—and this has a vital bearing upon health.

In the manufacture of "Ovaltine" Rusks the finest wheaten flour is used—unbleached, unadulterated—and guaranteed absolutely pure. The addition of a proportion of "Ovaltine"—the supreme tonic food beverage—adds to their nutritive value, gives them a fascinating flavour and renders them easy of digestion.

Adults, too, prefer them to bread, toast or biscuits. They are particularly delightful when eaten with cheese at lunch, supper or any light meal.

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Trinity College of Music successes:—Left, Alicia Gutierrez (Junior Pass); right, Bettine Penny (1st. Steps Pass).



Agnes Leong
(Junior Pass).



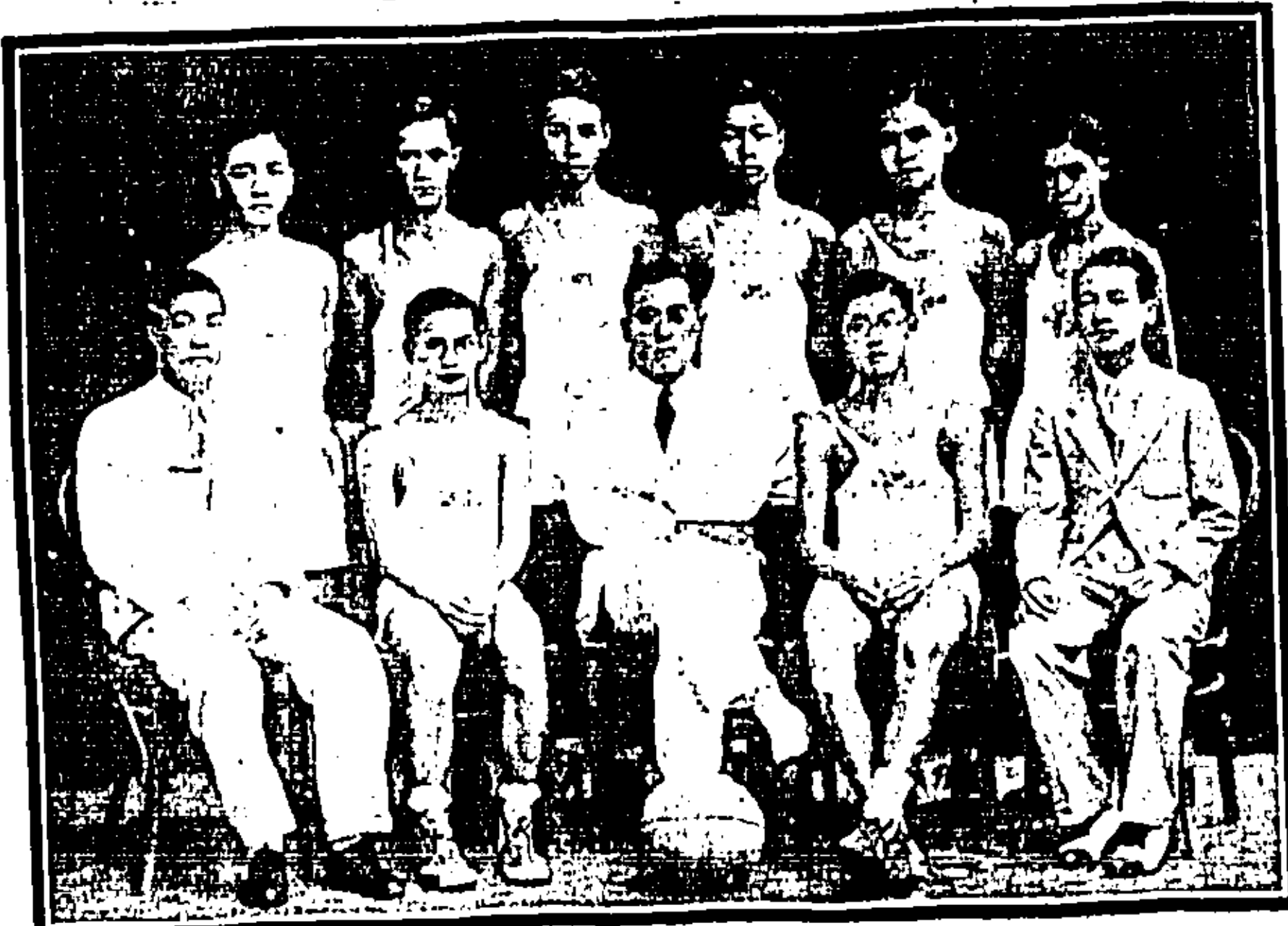
Cissie Leong
(Junior Honours).



Margaret Eccleshall
(Junior Honours).



Clement Leong
(Senior Honours).



Class 2A, winners of the Inter-Class Volleyball Competition at St. Paul's College. (Photo: Mee Cheung).



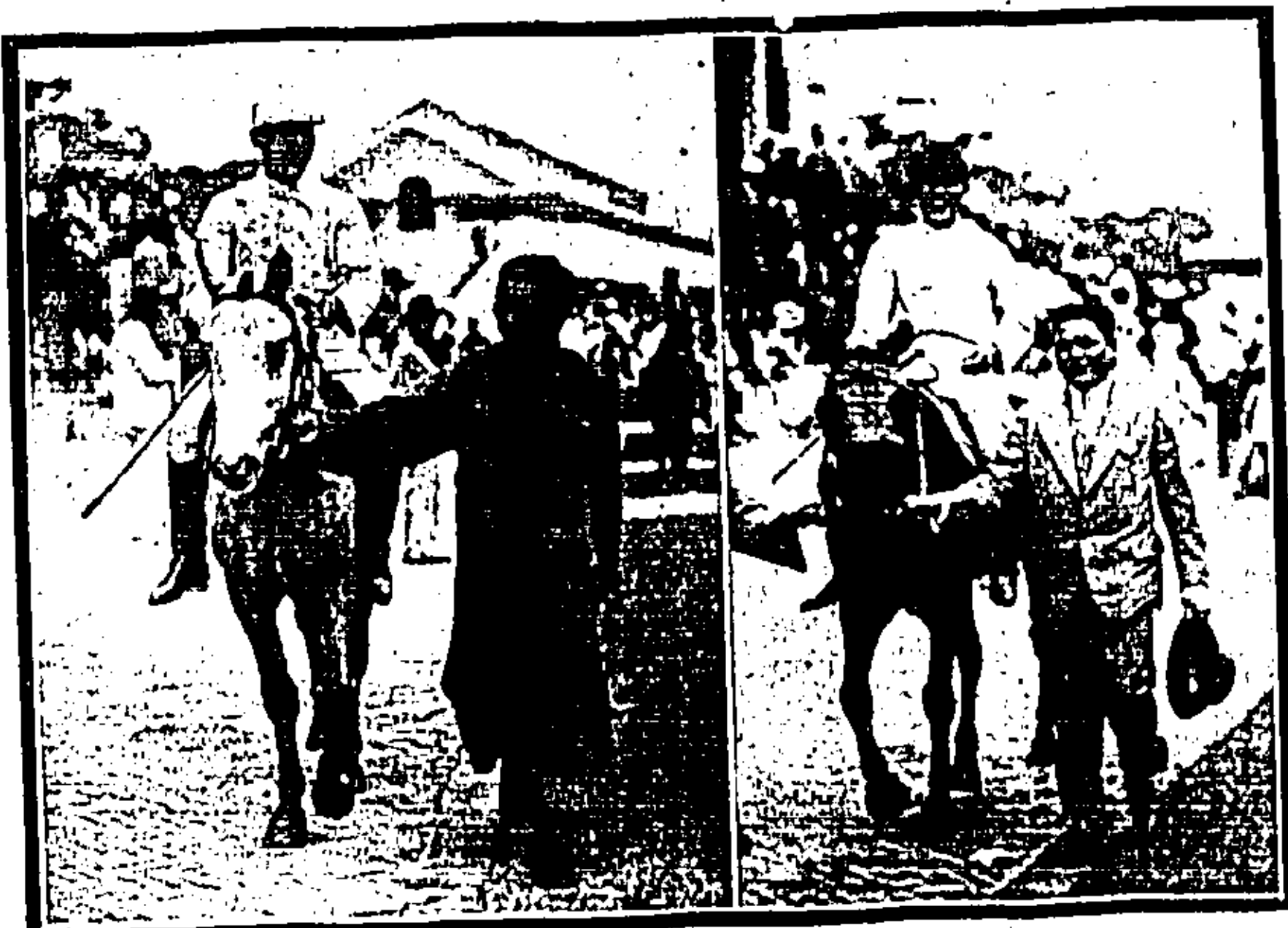
Hilda M. Reid
(Preparatory Pass).



French Convent School students who were successful in the music examinations. Left to right:—Top row, Annie Nissen (Intermediate), Margaret Strickland (Higher Local), and Laura Li (Intermediate); centre row, Eileen Prigent and Mabel Li (Junior); front row, Joannette Wong (Junior Honours) and Paula Hollands (Preparatory).

For Health and Vitality
Sweet Delicious
OVALTINE

A.P.B. 42.



At Monday's Races. Left, Don (winner of Hunan Handicap). Right, Chitt Quan (winner of Fukien Handicap). Mr. Fan rode both winners. (Photos: Mee Cheung).



Left, Lucy Glitters (Mr. Tuxford up), which paid \$97 for a win in the Katoomba Handicap. Right, Cyclamen Bay (Mr. Frost up), winner of the Double Tenth Plate. (Photos: Mee Cheung).

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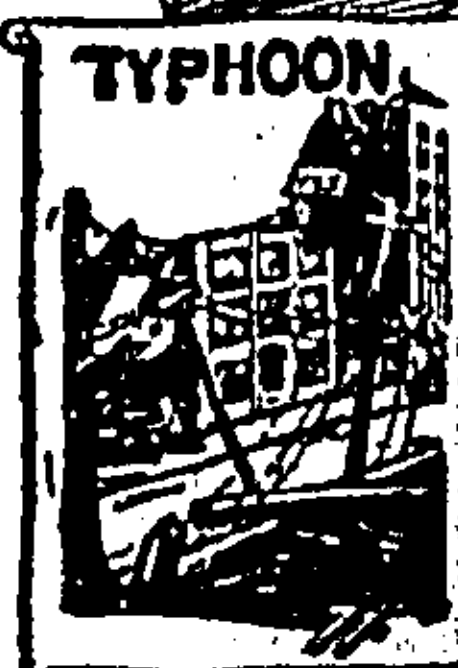
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THE MOST DELICATE SHADES
IN REALLY FIRST QUALITIES.

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2—D'AGUILAR ST.—2



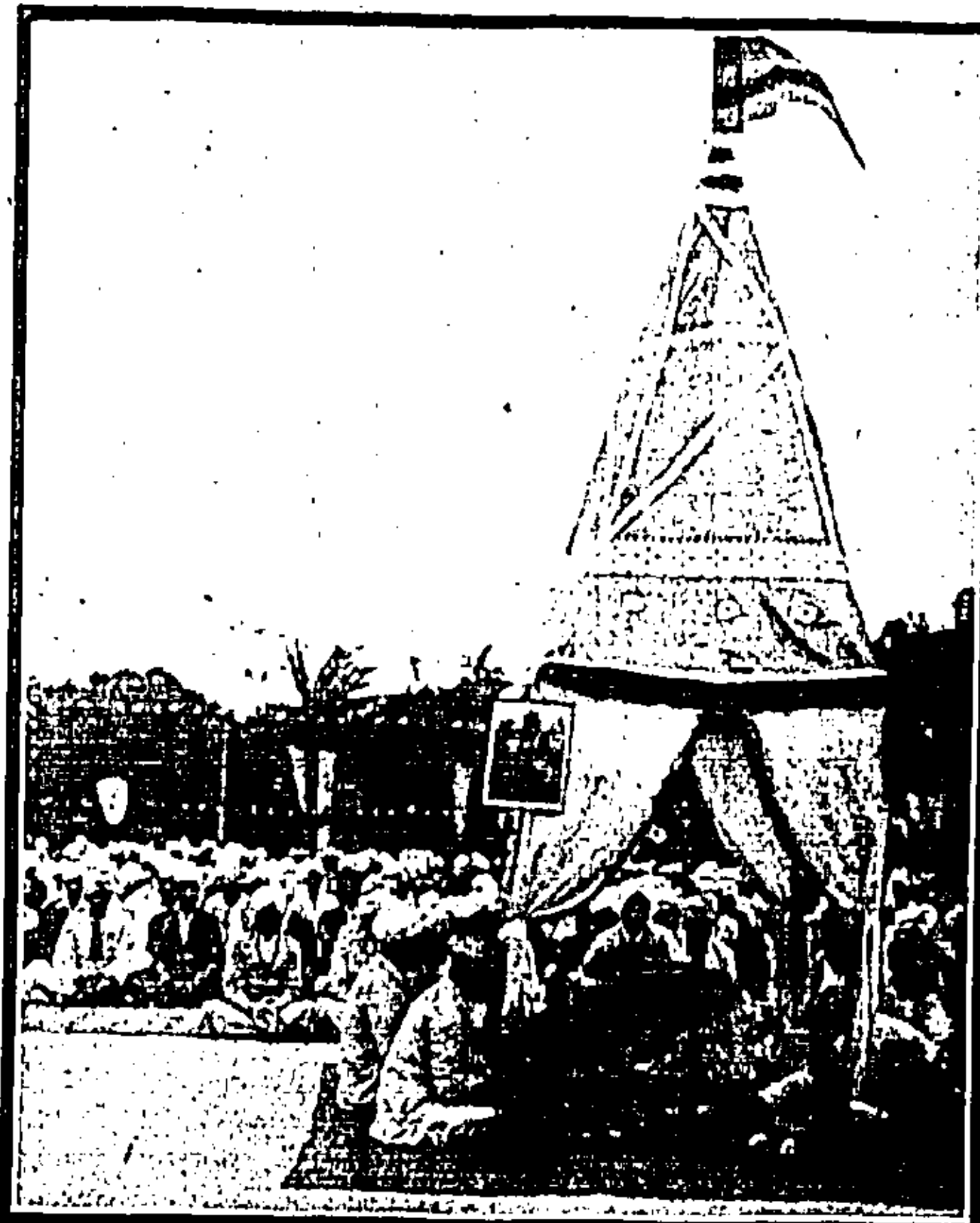
The above picture was taken at the opening of the bazaar in aid of M. C. L. Funds which was held at St. Paul's Girls' School on Saturday last. (Photo: Ming Yuen).



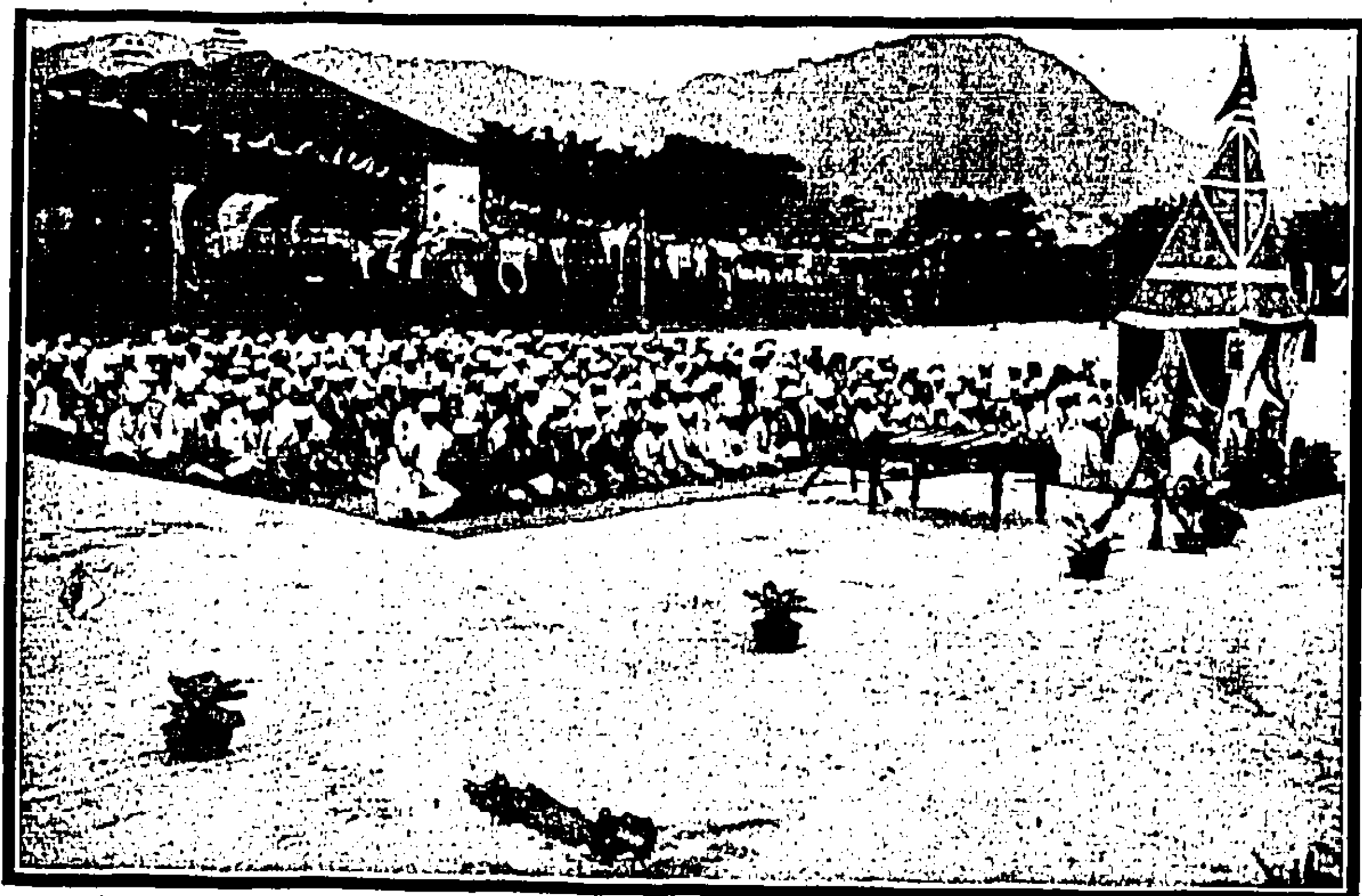
Group taken at the first National Leprosy Conference, held in Shanghai last week, under the auspices of the Chinese Mission to Lepers. There were delegates from England, America, Canada, the Philippines, and nearly every province of China. In the picture are Mr. Wm. Vinson Lee, President of the Mission, Dr. Wu Lien-teh, and several Hongkong delegates, including Drs. Arthur Woo, F. I. Tseung, W. C. Chau, Li Shu fan, Hoahing, and K. C. Yeo.



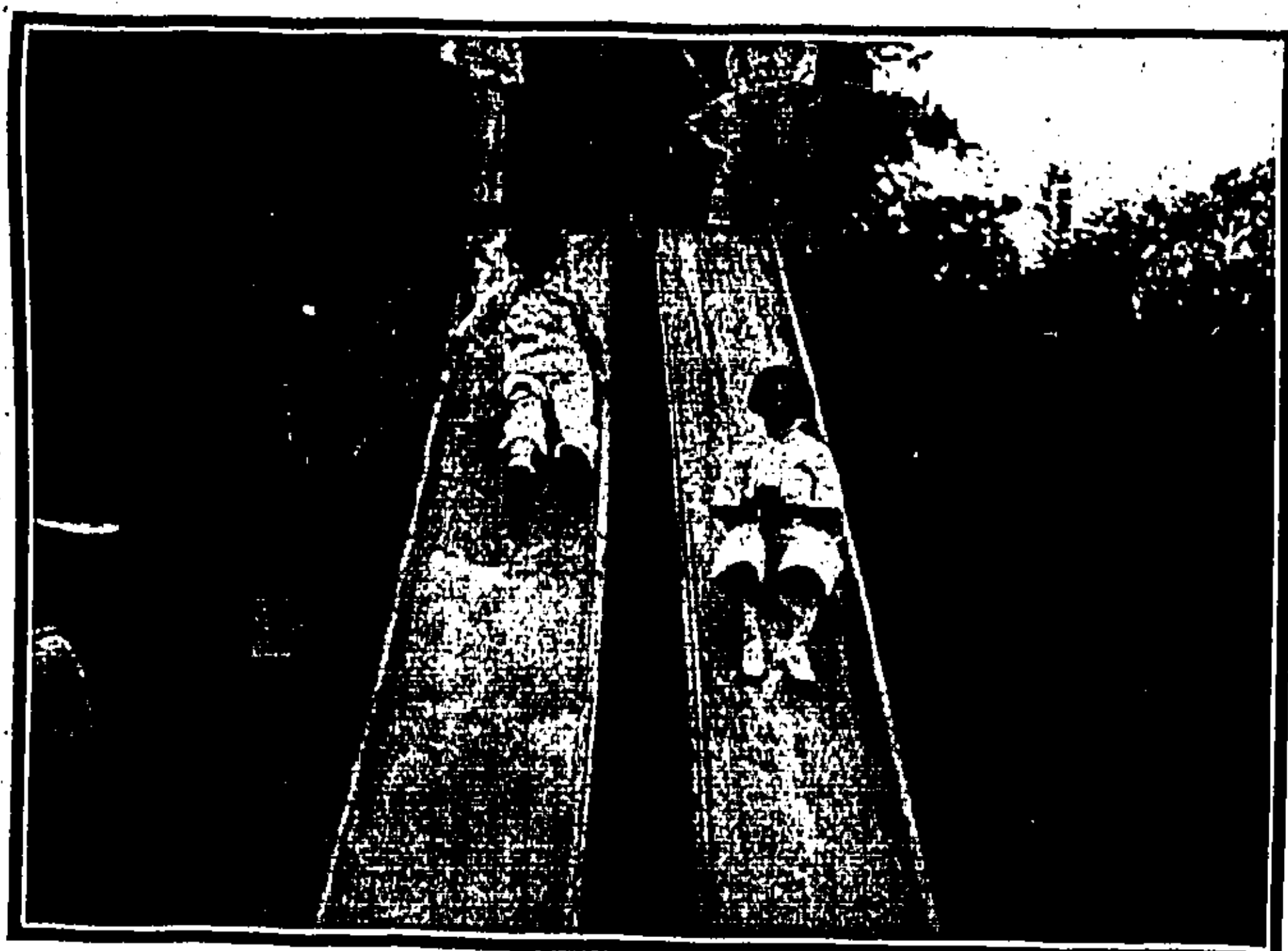
H.E. the Officer Administering the Government (Mr. W. T. Southorn, C. M. G.) and H.E. Major General Sandilands arriving for the opening of the Sandilands Hut, to which they were escorted by Mrs. Southorn, Colony's Girl Guide Commissioner. (Photo: Ming Yuen).



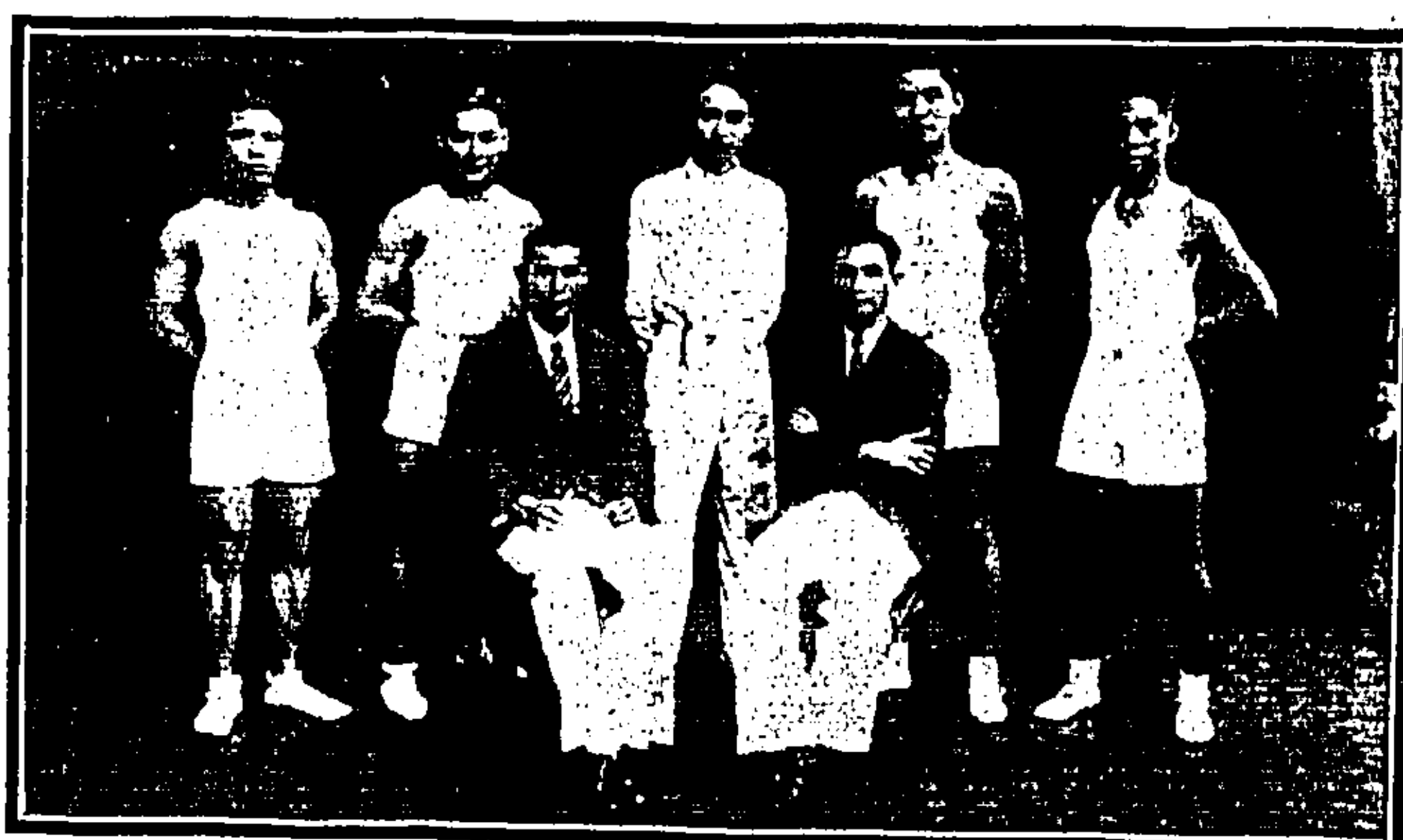
The 3/9th Jats observed the Dushra Festival last Saturday at Whitfield Barracks parade ground when the regimental colours and officers' swords were blessed and prayers said for the King-Emperor. (Photo: Ming Yuen).



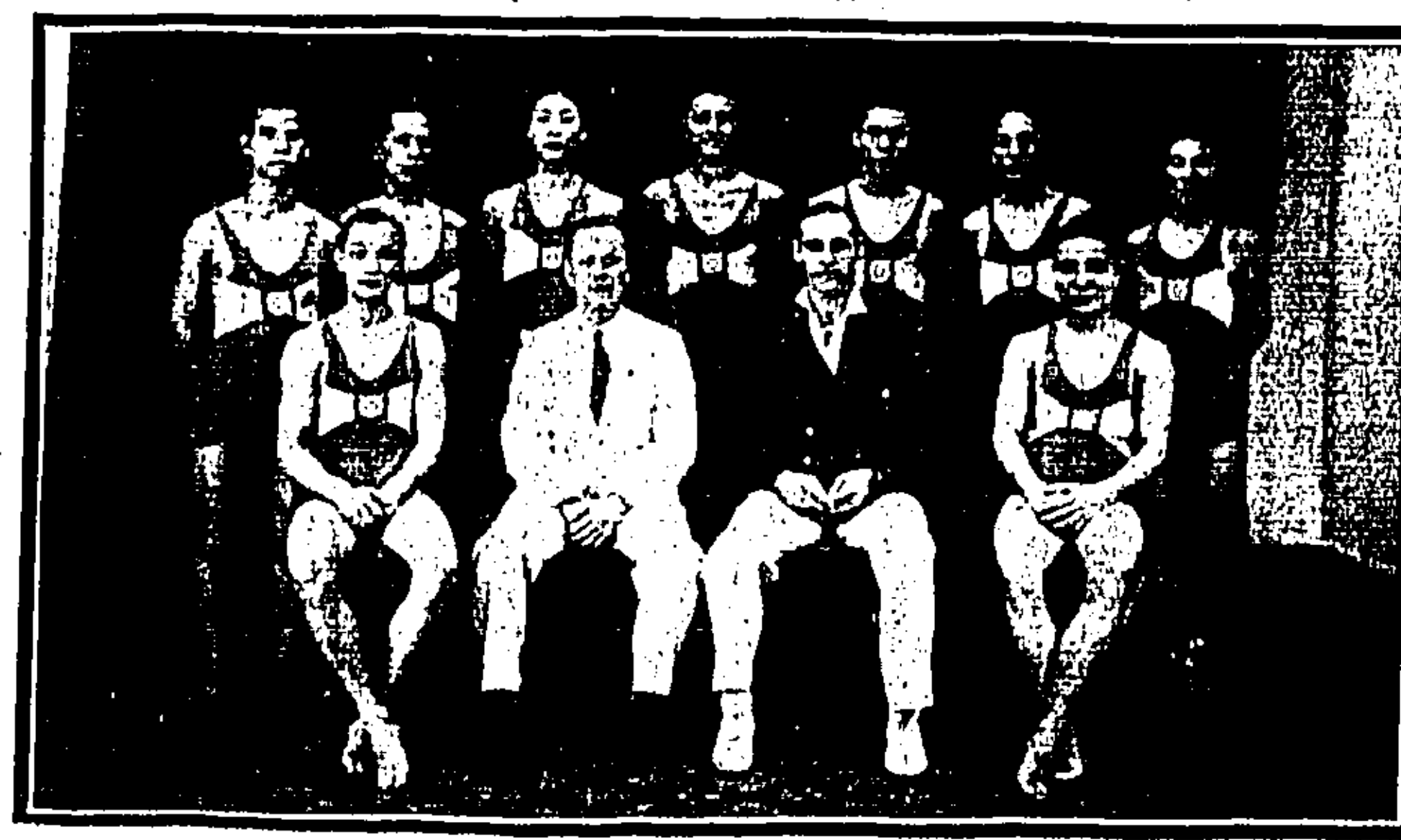
This general view gives an excellent impression of the colourful ceremony at the observance of the Dushra Festival by the Jat Regiment. (Photo: Ming Yuen).



The Chute—one of the many attractions at the bazaar held at St. Paul's School last Saturday. (Photo: Ming Yuen).



Group shows members of the Chinese Rowing Club which secured premier honours at the recent All-Kwangtung Aquatic Meeting in Canton. (Photo: Mee Cheung).



Royal Life-Saving Class of the Chinese Bathing Club. Left to right:—Back row, Messrs. Ho Siu-kuen, Kwan Sik-cheung, Ng Yu-yip, Lai Lok-sin, Chiu Sze-shing, Chan Hung & Yeung Wah-fai. Front row: Messrs. Ng Sun-fook, Ip Kwai-chung (Instructor), C. W. Brand (Examiner) & Tso Yu-chuen.

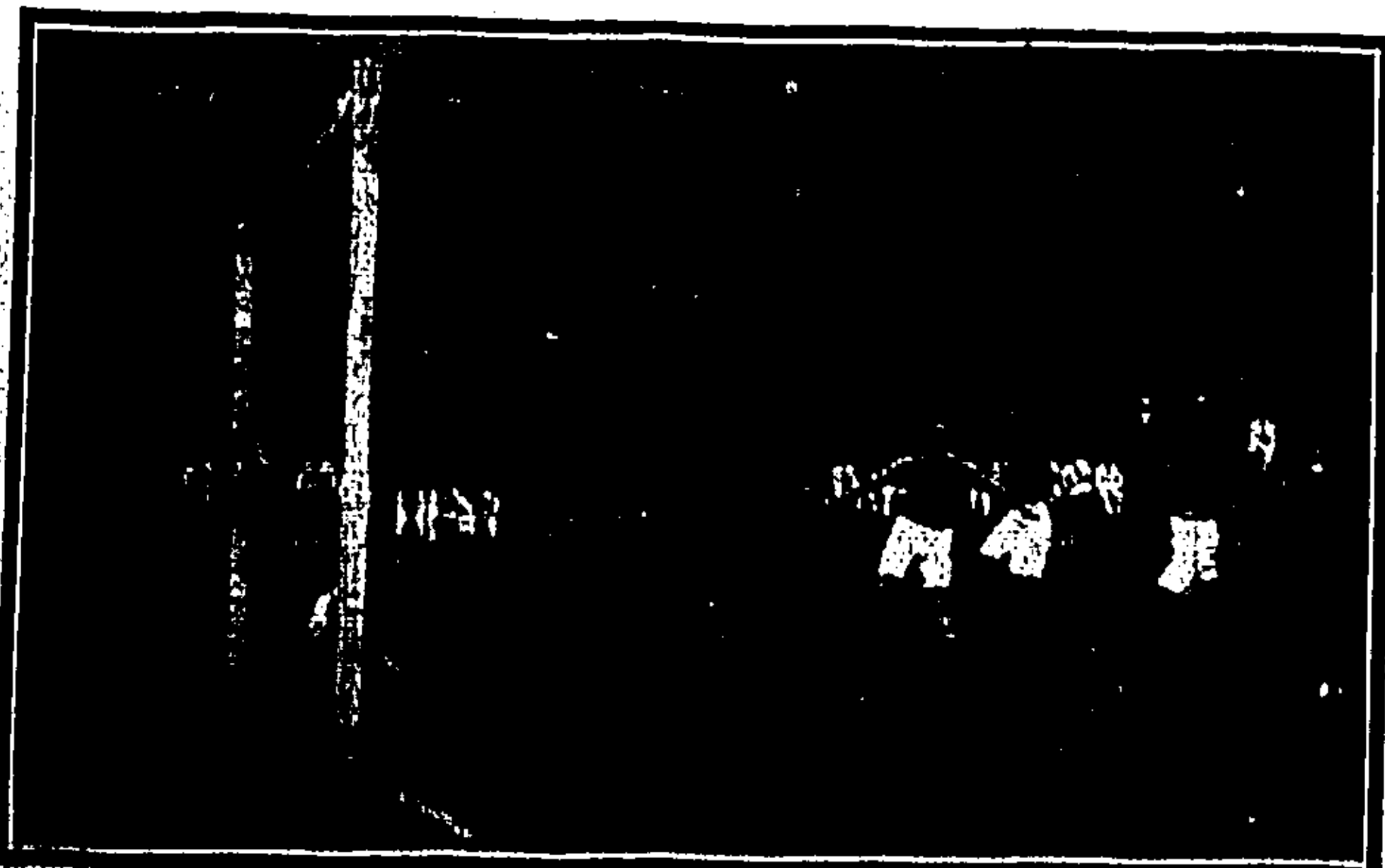


Photo show the Lincolns scoring against Police in their first League match in Hongkong. (Photo: Ming Yuen).

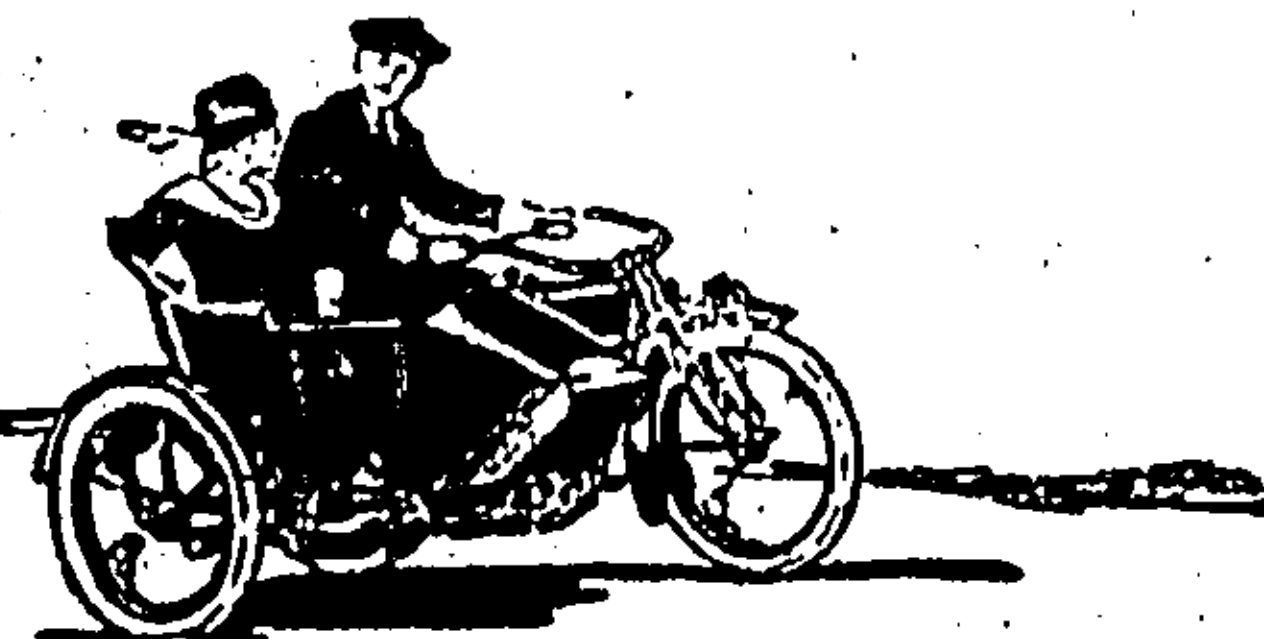


Girl Guides are here shown arriving for the opening of the Sandilands Hut last Friday. (Photo: Ming Yuen).

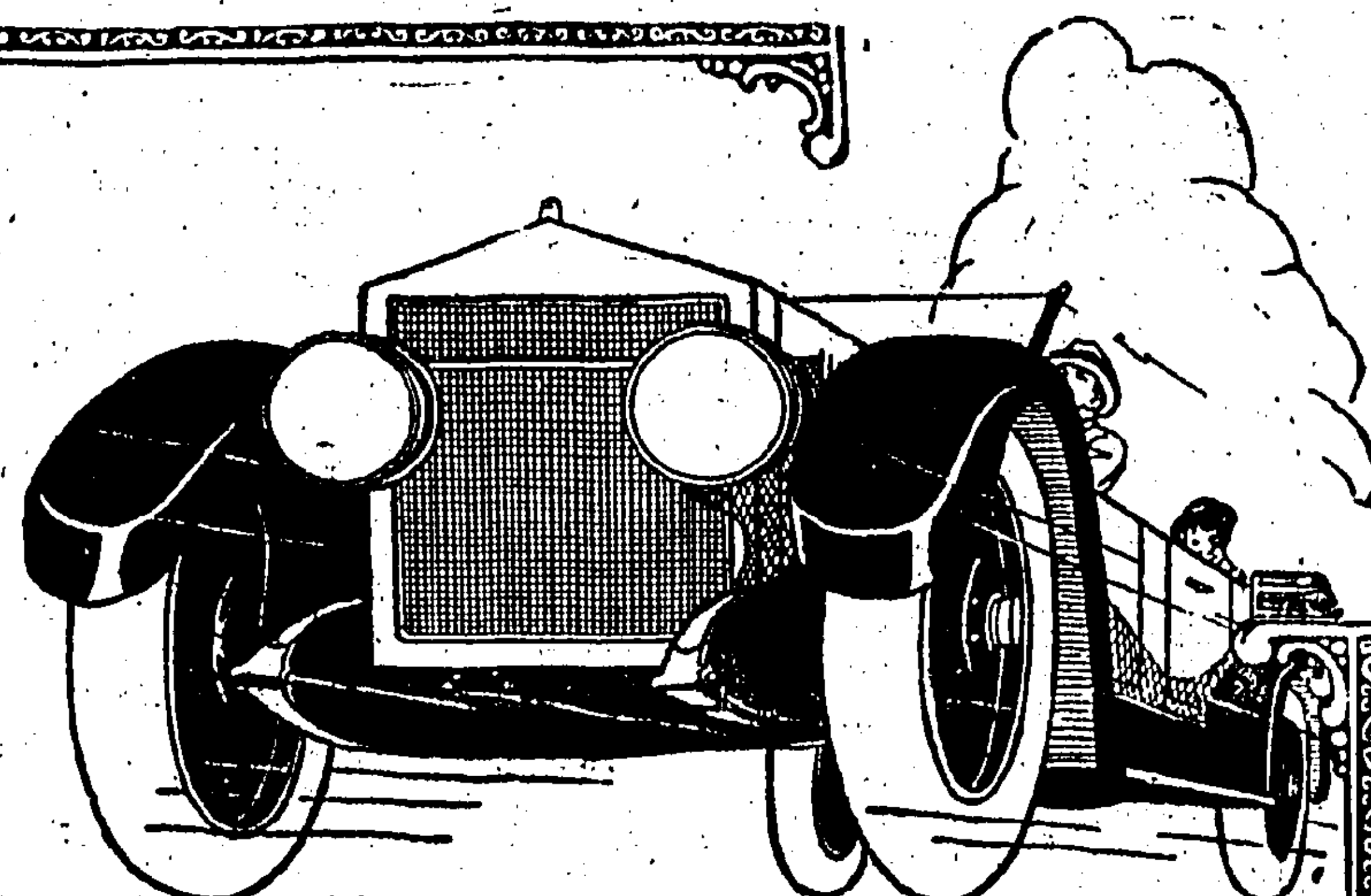


The above group was taken at the wedding, at St. John's Cathedral on Wednesday, of Mr. L. Maggi and Miss Leda Borodina. (Photo: Ming Yuen).

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY 15th OCTOBER, 1932.
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HARD ON PLUGS.

Useful Hints.

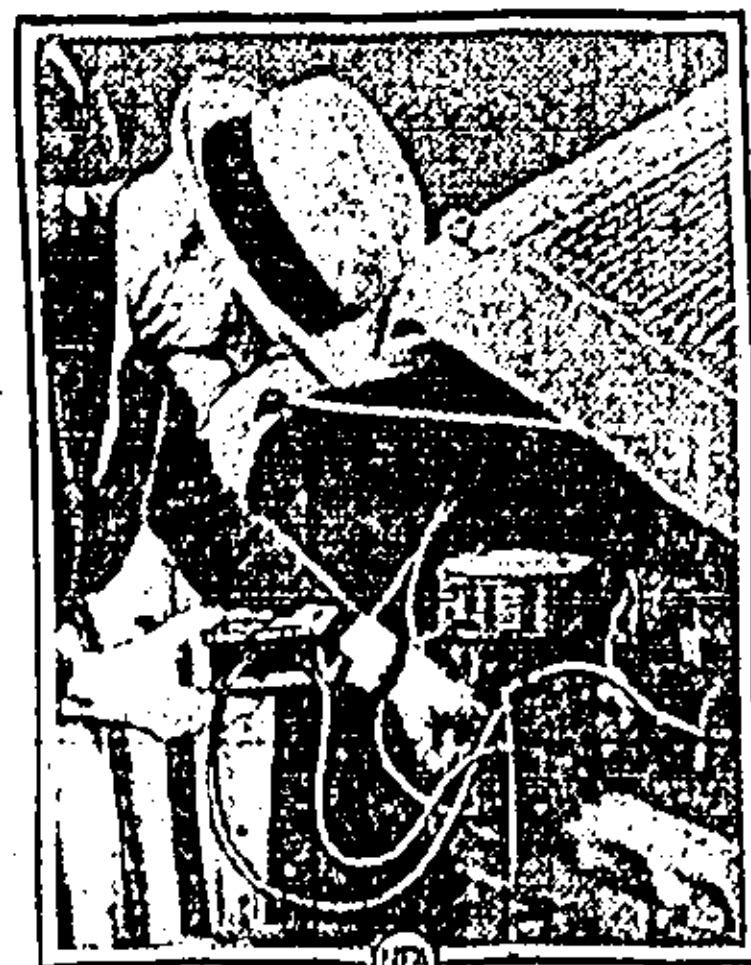
By James F. Donahue

Present day high compression engines are hard on spark plugs. This, coupled with the fact that high speeds, promoted by fine highways, also shortens the life of plugs, makes it necessary that the motorist look after these tiny, but very important parts.

Under high speeds, compression and heat conditions, an oxide deposit or coating forms on spark plug insulators and causes the plugs to cut out. Slow driving in congested traffic causes carbon deposits on insulators which tend to foul the plugs, and here, too, the plugs "cut out."

The result of this is a miss in the motor. Sometimes this is noticed, but often it isn't, especially in six and eight-cylinder engines. The driver is merely conscious of the fact that something is wrong and that his car is not doing its best.

With this unseen flaw comes trouble in locating it. Plugs that cut out cause a reduction in speed



"With the new spark plug testing device shown above, a failing plug can be detected with little trouble.

and gasoline mileage. The problem is to find the failing plug. The old way to locate this trouble was to short each plug on the cylinder block with a screwdriver. But now a new way has been developed by Hector Rabazzana, noted spark plug engineer.

He has developed a testing device which quickly enables service men to pick out a plug that misses on speed or hard pulls, but which fires perfectly at idling speed.

The new device acts something on the principle of the "shorting" of a plug on the cylinder head with the screwdriver. Those who have used the old system know that the shorting of a plug working properly will slow down the idling engine. A failing plug will not retard the action of the engine. This is explained in the following report of the new device:

"Ignition systems and engine compression vary on different cars and have an important bearing on spark plug performance. Because of this any plug test should always be made with the actual ignition system and compression of the engine in which the plugs are to be used.

"Compression acts as resistance to the flow of sparking current. This resistance causes some of the current to leak away and follow the easier path of carbon or oxide coating on the insulator, instead of jumping the firing point gap. This results in an intermittent spark, or no spark at all.

"The size of the plug gap will also make a difference in the energy used by a spark. If the gap is too wide, or its sparking points are badly pitted, the spark will

BRITISH EDICT.

Need for Careful
Driving.

SUSPENSION OF LICENCES RECOMMENDED.

Sir Herbert Samuel, the Home Secretary, has addressed a circular letter to magistrates throughout the country, directing attention to the number of road accidents, and calling for a stricter enforcement of the law in order that they may be reduced.

The letter is addressed to Justices' clerks, and asks that a return of accidents in 1931 should be brought to the notice of Justices.

"It will be seen," the Home Secretary states, "that though there has been a small decrease in the number of fatal accidents, as compared with 1930, no fewer than 6,691 persons were killed in Great Britain, or rather more than 18 a day; and that the number of accidents involving non-fatal injuries increased by over 24,000.

"After all due allowance has been made for the increase in the number of vehicles on the roads, and the more complete reporting of road accidents, these figures are most disquieting.

Enforcing the Law.

"Various proposals," Sir Herbert Samuel continues, "have been advanced which, it is suggested, would contribute to a reduction of accidents, including amendments of the law to create new offences or to impose additional penalties.

"On the other hand, the opinion has been freely expressed in authoritative quarters that the provisions of the existing law, if it is effectively enforced, are in themselves sufficient; and emphasis has been laid on the suspension of driving licences in certain cases as a specially appropriate and effective method of dealing with offenders, and of bringing home to drivers generally the need for improvement in the standard of care and consideration for other road users.

"The Secretary of State feels sure that it cannot fail to be a matter of deep concern to all who are responsible for the control of traffic and the administration of the law to secure, by any means within their power, an improvement in the very serious position disclosed by the Return of Accidents for 1931.

"He has caused copies of the Return to be forwarded to all Chief Officers of Police in England and Wales, and has thought it right that the matter should also be brought to the attention of the Justices."

The Toll of the Road.

The return referred to in the letter was presented to Parliament last May.

It shows that the number of fatal accidents in Great Britain during 1931 decreased by 576 compared with 1930, the totals being 6,499 and 7,074 for the two years. The number of persons killed showed a decrease from 7,305 in 1930, to 6,691 in 1931.

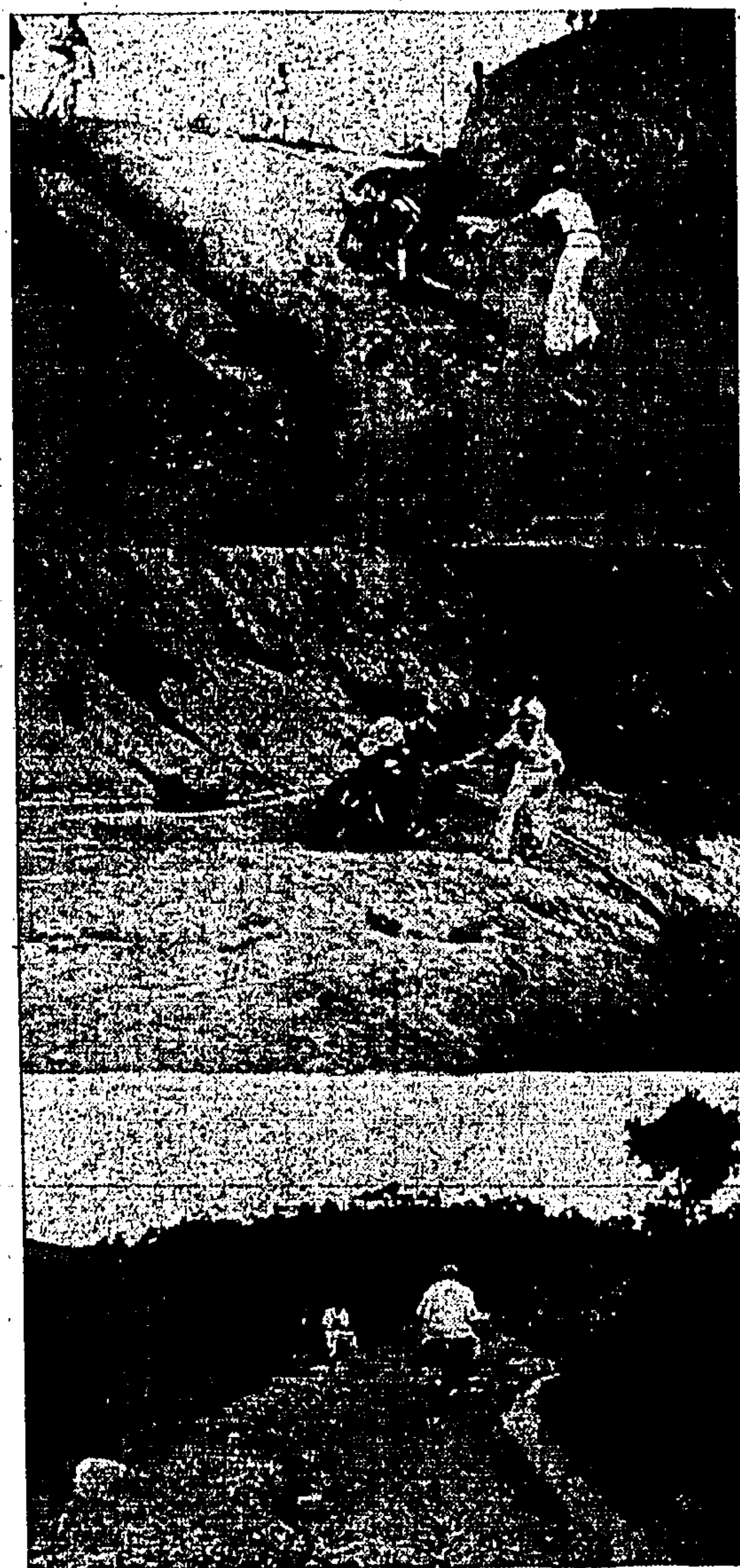
The number of non-fatal accidents, however, rose by 24,869, from 149,719 to 174,578 and the number of persons injured rose by 24,224, from 177,895 to 202,119.

more readily follow the carbon or oxide coating on the insulator.

"The battery, ignition coil and ignition wires also play an important part in spark plug life and performance. A weak battery, or coil, worn breaker points, or a slight leakage from ignition cables will cause weak spark energy resulting in spark plug failure."

This emphasizes the necessity of having plugs tested regularly and replaced if not functioning properly.

LAST WEEK'S MOTOR CYCLE TRIAL.



The above pictures give a good impression of the rough stretch of the route. The top picture shows E. W. Tape on a "B.S.A. 3.94cc. Centre-P.A.P. de Silva on a similar mount, and lower—E. Franks on an "Ariel." It was not surprising that a number of competitors failed to negotiate the climb.

NON-STOP MOTORISTS.

Business competition has made a motorist of the present-day commercial traveller. These salesmen-drivers cover in the course of a year probably a greater distance than any other class of motorist.

25,000 is quite an ordinary mileage for a salesman who is working a wide area. Driving is only the preliminary to his actual business, and he must resist the temptation to cruise along under easy sail.

Seldom has he a companion to brighten the journey; samples swaying in the rear of the saloon are his usual passengers.

There are salesmen who cover the whole of the British Isles, calling on each customer once in every three, six, or twelve months. To these men the Scottish lochs are as familiar as the mountains of Wales; the Lake district is merely a day's work before proceeding to Blackpool; glorious Devon is but a terminus reminding them that they must start their tour all over again.

The car is usually the property of the traveller's firm, though he himself may have chosen the particular model. In the case of a very large concern the representative may be provided with one of a

fleet of cars all of the same make. As a rule, salesmen receive a definite allowance for running expenses.

Many firms provide their men with a new car every year rather than pay the repair bills that begin to accrue after twelve months' hard running. By this means they also lessen the risk of serious delays which breakdowns might cause. Salesmen are not always so enthusiastic about their new models as may be imagined: to "run in" the engine they will need to crawl for 500 miles or so, and crawling means working longer hours.

Some travellers are lucky if they get home once a month; others can manage their journeys so that they spend every week-end with their families.

Many of them will be heading for home this holiday time. How will they spend their time?

Their families will doubtless be looking forward to a nice run in the car. Commercial travellers are good sports, and many of them will take to the road again. A holiday for them will be a salesman's holiday.

Philip Grey.

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offer all motorists a large

Assortment of Motorcar Accessories & Replacement parts of
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If your Brakes are bad there is only
ONE Place,

Where they can be made **RIGHT.**

GETZ MOTOR SERVICE STATION

Certified Brake Service.

4723: THE NUMBER OF OUR CAR.

It is doubtful if there is any one who has not felt the fascination of numbers. They are such queer, freakish creatures, and yet so useful and so wise. It is said that a man can do anything with them: They are reputed to be infallibly true, and yet as they appear in statistics they are regarded as incorrigible liars. It is perhaps this quixotic nature that lends them their charm. We don't like them, and yet somehow we love them.

To the modern mind life is all numbers. There is no escaping those curly little figures which, though in themselves abstractions, are yet the basis of our pleasure, our commerce, and our banking. They are useful to the school boy in counting his marbles and the astronomer in estimating his light years; to the housewife in assembling the ingredients for a girdle scone, and the Chancellor of the Exchequer in compiling his Budget; for Sarazen in reducing his round to 68, and for Kaye Don in putting his speed over 100.

The impish creatures have even crept into religion and cast a spell on well nigh the whole of mankind. The figure 3 has a peculiarly hallowed history in Christian thought, while from very ancient times 7 has been regarded as sacred. Some of the numbers—but who can tell how it happened—are reckoned lucky, and others unlucky. I fear they do not realise that, otherwise they would behave better than they do at Epsom and Dublin.

But what has all this to do with the title of this short article? Not much it will be said, and yet it was the number of the car that started the trail.

Before the new car arrived there had been speculation as to what its number would be. The car itself was such a picture of grace and beauty and comfort that it was hoped it would have the good fortune to bear a registration plate in every way in keeping with its dignity. Perhaps it will be said that figures have no dignity and know no style. But they do. Each has its own subtle

characteristics which seem to mark its social position. Some are desperately lacking in the things that make for style. Others again possess them and carry themselves well on every occasion.

For example, 0 and 1 are the same any way you take them. They can stand on their heads or their feet if they like, and while no doubt that is an accomplishment, yet it is not dignified. The figure 8 again can stand on its head and be understood, but it cuts a somewhat grotesque appearance, in that it is top heavy, though for the time being its real top is at its foot. When 6 does a similar acrobatic turn it scores, since it adds 3 to its value. That, however, is hardly worthy any member of a troupe whose one aim is to speak the truth at all times. When 9 is lured on by 6 to play the same trick instead of gaining 3 it loses 3 and so comes off badly.

These are all devoid of dignity. A registration plate composed of them is devoid of meaning. Six, eight, and nine lack the note of distinction and are indeed plebeian. They have only one merit for motor car registration. In an accident, a man who had been in some awkward position might swear in the law courts that the number of a certain car was 6898 when in reality it was 8689.

The number 5 is almost sure generic. Should it even venture to stand on its head it looks like a mighty question mark that has become fuddled in the attempt, and not knowing which way to face, finally decides on the wrong way.

So there remain 2, 3, 4, and 7, and when properly formed they have all graceful lines. They are the aristocrats among the numerals. They look as if they were well educated and would never disgrace their position. They have dignity and beauty. Not one of them will ever impersonate another number, as 6 and 9 so easily can, nor will they give way to acrobatic turns, but ever stand erect upon their feet. Besides 8 and 7, as stated are

(Continued on Page 8.)

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of publication.

UNUSUAL MACHINES AT U.S. AIR RACES.



Here are some of the pilots and two of the planes which figured in the National Air Races held in the United States recently. Upper left is a sketch of the special plane of Russell Thaw, son of Harry Thaw and Evelyn Nesbit. Upper right is Jimmy Doolittle and a wing of his plane showing an "abrasion shoe," between the white lines, which will protect the wings at the terrific speeds. Centre is the special ship of Jimmy Wedell of Louisiana, entered in the Thompson Trophy race. Below, left to right, are: Ruth Nichols, Russell N. Boardman, whose crash will spoil his plans to enter the Bendix and Thompson speed events, Phoebe Omlie, Jimmy Wedell, Gladys O'Donnell, and Captain Roscoe Turner.

USEFUL WORK.

A.A. Foreign Touring Guide.

The Automobile Association announces the publication of a new Foreign Touring Guide of over 500 pages, covering twenty-eight countries—the most comprehensive motoring handbook of its kind ever produced.

Particulars are given of 3,650

hotels and 806 garages, all listed and classified.

The contents also include summarized motoring regulations, distance charts, metric conversion tables, a note of mountain pass obstructions etc., in addition to a host of other practical information, making the Guide an indispensable companion to the British motorist touring abroad.

Copies may be purchased by members from The Automobile Association, Fanum House, New Coventry Street, London, W.1. or from any A.A. Office.

4723: THE NUMBER OF OUR CARS.

(Continued from Page 1.)

charmed numbers.

And so it fell out that when the car appeared with its registration plate complete, these four adorned it in shining metal. They seemed conscious of their beauty and proud that they were able to add something to the appearance of the little car. And this is the order in which they stood—4723. D. G.

FEATURES OF THE 1933 VEHICLES.

Gears That Make Driving Easy.

THE OLYMPIA SHOW.

Examination of the 1933 motor-cars which are being announced from day to day shows that, in one respect, the motor-car manufacturer stands a good way ahead of manufacturers of most other mechanical commodities—that is, in the value offered.

A close inspection of a modern low or medium price chassis reveals a completeness of specification which, judged on the basis of any other salable goods, whatever, is astonishing. Everything is there, even to those accessories which used to be the prerogative of the cars specially ordered by Indian princes.

Modern Factories.

Some idea of how it is done is gained from a tour of a modern factory where series production has been successfully adopted. I had the opportunity the other day of looking over the Standard works, which are among the most advanced in layout and detail organisation in the world.

Four things are particularly noticeable: scrupulous cleanliness, economy of floor space per car produced, economy of man-hours per car produced, and comprehensive and uncompromising inspection. The cleanliness of the modern motor-car works as represented by the Standard Company is reminiscent of that of an operating theatre. To those familiar only with the old-fashioned oil-and-mud manufactories, modern works are a revelation and a delight.

Economy of floor space and of man-hours, together with a well-planned inspection system, enables the low prices of modern motor-cars to be obtained without reduction in the precision of the work. Inspection is the guardian of quality, and the amount that is spent on it per car seems high but is, in fact, warranted.

Lacking Device.

Other cars of which announcements have been made recently and which offer remarkable values are those comprising the new Wolseley range, the Triumphs, and the new Fords. Their equipments are lavish. The 16 h.p. Wolseley has a free-wheel controllable from the steering column so that it may be locked when required. This locking device I regard as essential to a satisfactory free-wheel at the present time.

All the Wolseleys are six-cylinder cars and the engines have centrifugally cast liners to the cylinders, a really valuable feature and one that should reduce cylinder bore wear and give a much longer useful engine life.

The Hornet, which is one of the smartest cars on the road, continues in much the same form as when it first appeared with a specification that startled the motoring world. Except the limousines and landaulets all the Wolseley models, from the Hornet upwards, have hydraulic braking. The heavier models have vacuum-servo brakes.

Wolseley cars are, therefore, maintaining and even enhancing their reputation for providing advanced and sound designs at low prices.

Synchro-mesh Gears. Of the Fords I think that the 8 h.p. deserves special attention. Here the high power-to-weight ratio that largely accounted for the original Ford success is to be found, with an

engine that will give 55 miles an hour and synchro-mesh gears.

The whole difficulty in gear changing with an ordinary box lies in synchronising the pinions that are to be engaged before they are moved together. With the ordinary gear box the driver obtains this synchronisation as well as he can by going into neutral and then speeding up the engine when changing down or using it as a brake when changing up.

Accuracy of synchronisation will depend upon the correct estimation of the time needed in neutral and the engine revolutions. If there is misjudgment the pinions will not be running at the same speed, and the gears will be "crashed."

The synchro-mesh gear box embodies a device which introduces a preliminary movement in the gear box before the toothed pinions or dog clutches are brought together. The gears, in other words, are "properly introduced."

Simple Changes.

Cone clutches are employed which slow down or speed up the wheels about to be engaged before the teeth meet. The result is that the gears cannot be "crashed."

When using this gear no juggling with the clutch pedal or with the accelerator pedal is needed. All that the driver must do when changing up is to de-clutch and to move the gear lever deliberately to the new position. A slight pause should be made on the way through to allow the cone clutches to do their work; but no skill whatever is needed.

This synchro-mesh gear in the 8 h.p. Ford is part of the general movement towards automaticity, which the Show will illustrate. It is also one more indication of the completeness of the specification that is offered in the modern motor-car for a low price.

The Four-cylinder Engine.

Indeed it seems impossible that at any date in the future more will be offered for the money spent than at Olympia this year. For about two hundred to three hundred pounds a car can be had in which every conceivable invention known to automobile engineering is incorporated. I think that it is safe to look upon the coming Show as the peak of motor-car values. Whether those values will be maintained in the future is a matter of doubt. Certainly they have never been attained in the past.

Another tendency which may make itself felt for the first time at the Show is the tendency towards lower powers. In the motoring world it has been known for some time that attempts are being made to produce satisfactory cars with engines of motor-cycle capacity.

At the moment details of these attempts cannot be given; but, if they succeed, they will bridge the gap in prices between motor-cycle and motor-car, and provide a smooth range from about thirty pounds to three thousand, covering every type of motor vehicle.

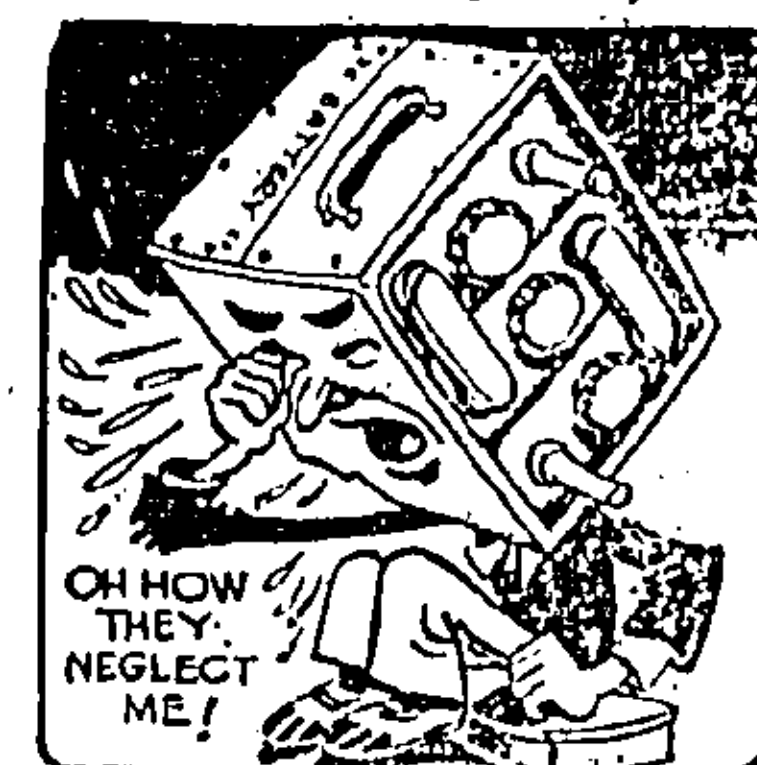
One other point which the Motor Show is likely to emphasise is that the four-cylinder engine retains its popularity and is still far from being ousted by the six. The disappearance of the four has been predicted so many times that its continued healthy condition must be regarded as definite proof that it offers certain desirable features that other engines cannot offer.

YOUR BATTERY?

Useful Hints.

Probably no part of the automobile is subject to so much neglect as the battery. After all, this unit is the heart of the power of the car, and although it should never be neglected, it is to a sad extent.

A few motorists adhere faithfully to the manufacturer's caution to have the battery checked regularly every month or so. But the great majority forget this important check-up four or five months after buying a car, and the



battery goes neglected until it no longer functions.

It isn't that it is a hard job to take care of the battery. The motorist doesn't have to lift a hand. Service stations are glad to check batteries and fill them with water free of charge. All the motorist has to do is to drive in, get out of his car and listen to a few words of advice. The whole situation boils down to the fact that the motorist thinks he hasn't time.

But time spent in prevention will save a driver a lot more time and money than time spent in cure later on.

When energy is being drawn from the battery it is produced by the chemical change which takes place in the lead plates as a portion of the acid in the electrolyte enters the plates. When the battery is being charged by action of the generator, acid is driven from the plates back into the electrolyte.

Too much night driving will result in excess acid entering the plates and weakening the charge. Then the battery must be taken out and recharged, the operation driving the excess acid from the plates.

The interior of a battery is such that it deteriorates rapidly when exposed to air. For that reason it is advisable to keep the water level in the cells well above the plates. That is the main reason why you have the battery checked every month.

If the motorist refills the battery cells himself, it is important that he use distilled water, as it has none of the impurities of ordinary water, which cause the battery to deteriorate rapidly. Care should be taken to wipe off all water spilled on the outside of the battery.

Dirty terminals often cause battery failure. An accumulation

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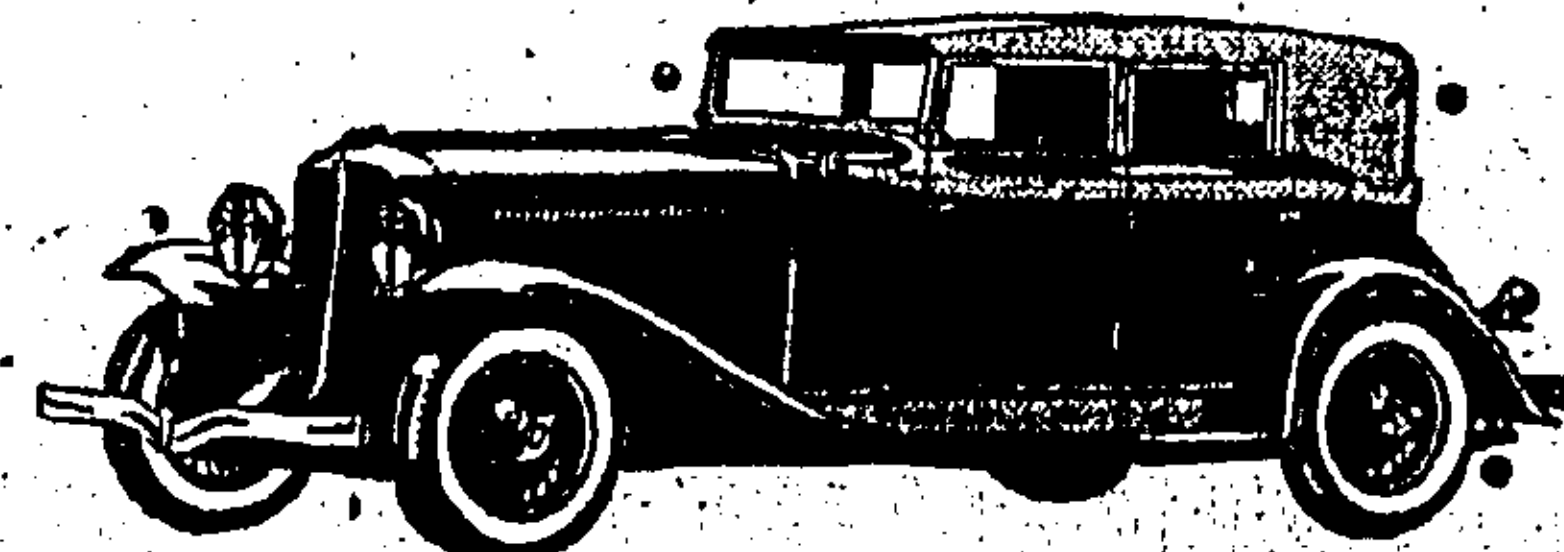
Hong Kong.

And at Canton and Wuchow.

of dirt and corrosion from the terminals will form a slow short circuit between the positive and negative posts, rapidly causing the battery to lose its power. After the terminals have been cleaned, a coating of vaseline spread over them will prevent rapid formation of corrosion.

NEW AUBURN STRAIGHT EIGHTS DUAL RATIO

Dual Ratio, exclusive with Auburn and special equipment in all Custom Models gives you the equivalent of two cars in one; in the hills a most efficient hill climber; on the straight-away a smoother, quieter performance at high speeds with less wear and tear on the motor and running parts. On the boulevard or in the country with your car moving 20 to 60 M.P.H., turn the Dual Ratio lever on the instrument panel from Low Ratio to High Ratio and while your car continues at the same speed the motor speed drops down one-third of its former speed. Less vibration, quieter, and more economical.



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TRAGIC RACING SMASH.



A race driver was burned to death, two other drivers, two spectators and a policeman were injured when seven racing autos piled up on a Boston track and caught fire. Al Frasier was killed when his car thundered into two that had crashed. Four other racing cars piled into the flaming wreckage.

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PETROL PUMPS AND BRANDING.

Sir Malcolm Campbell Discusses Question.

Many letters have reached me lately on the subject of the accuracy of petrol pumps. Does the motorist get what he pays for at wayside stations?

In one or two cases the writers quote cases in which it is alleged that there has been a serious shortage. One correspondent says he paid for four gallons, but after running for about twenty miles his car stopped with an empty tank. As his car does from 30 to 35 miles to the gallon there was obviously something wrong, and he returned after securing another supply to the filling station. The proprietor apologized, saying he thought he had delivered the quantity paid for, but that there was actually no petrol in the tank!

I should say that this was an isolated case of flagrant dishonesty, because, so far as I know, there is no pattern of pump made in which such a thing can happen without the operator knowing that his pump is not lifting.

But one case like this does not brand all pump owners. I have never, to the best of my recollection,

had occasion to complain of short measures from fuel pumps. Indeed, I think it is the usual experience of motorists to find that the people who own and operate petrol pumps are very careful to see that full measure is given and, particularly, that the delivery hose is properly emptied.

The Sagging Hose

I agree with the correspondent who suggests that it is possible for the seller to enhance his profits by allowing the hose to sag and to hold quite a considerable amount of petrol after the required quantity has apparently been delivered. But I cannot recall that I have ever come across even this. In any case, it is up to the motorist himself to see that the full quantity lifted by the pump is delivered.

As to the accuracy of pumps, I do not think there is much ground for complaint nowadays. At one time, perhaps, this was not the case. The early types of pump were apt to deliver short measure, and neither buyer nor seller had any means of checking the quantity on the spot. To-day even the non-visible type of pump has been improved, so that there need be little suspicion that one is not getting value for money.

Apart from the fact that the type has been vastly improved mechanically, every pump is subject to examination by inspectors of the weights and measures department of the Board of Trade, who insist upon a very high standard of accuracy and have no hesitation in sealing up a pump which does not conform to those standards. I agree that the old-fashioned non-visible pump suffers under the disability that its measurement has to be taken on trust, but, even so, I do not think we have much to complain about in its functioning.

One reader asks why the old non-visible pumps are not condemned by the Board of Trade, which, he thinks, should insist upon their replacement by pumps of the visible delivery type.

I was recently discussing this very point with an official of one of the great oil-distributing companies, and I learned that the cost of replacing all the non-visible pumps in the country with machines of the modern type would be £3,000,000! Replacement is being carried out gradually.

Buy Branded Goods

Writing about fuel naturally gives rise to certain thoughts relating to grades and prices. I have previously referred to the protection afforded to the purchaser by a well-known brand on the goods he buys. If you buy an article which has the backing of a firm with a reputation to lose, you are much more likely to get satisfaction than you are from the "just-as-good" substitute. This is doubly true in the case of accessories to motoring.

To take a homely illustration, you may be induced to buy a cheap grade of carpet broom which you are assured is every bit as good as the more expensive one you originally intended to purchase. The just-as-good broom wears out in a quarter of the time the better one would have lasted. It is annoying, no doubt, but no further harm has been done—the inferior broom has not done a hundred pounds' worth of damage to your carpets.

Penny Wise

In motoring the results are invariably more serious. I heard the other day of a motorist who purchased some reconditioned sparking plugs, thereby saving himself probably three or four shillings on each. One of them disintegrated into his engine, and the repair bill was £15.

It cannot be too insistently urged that, while economy is a very excellent thing in its way, it is sheer folly to overdo it in the case of the car and its needs. I do not mean that one ought to buy everything of the most expensive grade. But one should never use any but a fuel carrying the name and guarantee of one of the well-known distributing companies.

Bad Oil Havoc

There are several to choose from, and one cannot go far wrong in taking any one. Certainly there may be one brand that suits a particular engine better than the others, and this will, of course, be the first choice, but if this is unobtainable in a particular locality it is not to be persuaded to fill up with something loosely described as "No. 1 petrol."

The same advice applies with even greater force to lubricating oil. A bad oil can work havoc in the motor in very little time. Stick to the brand advised for use by the makers of the car and you can rest contented that, even if you have paid a shilling or so more per gallon than you could have bought an unnamed oil for, it will do its job without trouble—which is more than can be guaranteed in the case of the other.

You may be able to buy good oil at a low price if you are lucky, but it is worth while taking the risk of ruined engine for the sake of saving a couple of shillings a month or a week?

Extra Air Valves

I have been asked whether I consider it advisable to fit the device known as an extra air-valve between carburettor and engine. As is well known, this device, which can be either hand-controlled or automatic, has for its purpose the saving of fuel, and in many cases does enable the engine to develop more power than with its normal carburettor setting.

I never use these air-valves, but prefer to depend upon a near perfect tuning of the carburettor as is possible. This is not to say that I condemn them out of hand. Quite the contrary. They are often useful, and I have known of some extraordinary results in petrol economy being attained with their assistance.

If the carburettor is perfectly adjusted, then there is little to be gained by the fitting of an air-valve, but then there is not, I should say, one perfectly tuned carburettor in use among the first

PETROL AND PERSONALITY.

The most inoffensive man becomes arrogant and conceited when he sits at the wheel of a motor car.

Is it because he is in sole control of a machine which may be travelling at any speed up to sixty miles an hour, which gives him this feeling of superiority?

I do a lot of motoring as a passenger, and I have often been impressed by the metamorphosis which takes place when a mild and diffident individual becomes a motorist.

The moment he takes the wheel he seems to become discourteous, intolerant, and offensive. He criticises every other driver on the road. He curses the automatic light signals. He anathematizes dilatory people who try to cross the street in front of him.

If he is held up at a crossing and another car "gets away" before him he has bitter things to say about the driver. On the other hand, if he himself gets a good start, he chuckles gleefully and passes sarcastic remarks about the driving abilities of the less fortunate fellow who was left behind.

Arrived at his destination, he alights, slams the door behind him, and stalks into a shop or office with the air of owning a hemisphere at least.

Even the motor cyclist has similar traits of character. Indeed I sometimes think he is a greater offender than the car driver. Owing to his speed and handiness in traffic the motor cyclist can take risks which the car driver dare not contemplate and thus he has the "plus" petrol personally developed to a unique degree.

Just watch him, clad in a disreputable suit of greasy overalls

fifty cars you may chance to meet. There is no objection to the use of the device, provided it is properly fitted.

liberally sprinkled with mud, march into the foyer of a fashionable hotel, defiantly running the gauntlet of the scores of correctly attired guests assembled there.

If he had arrived by train and respectfully dressed he would have slunk timidly up to the reception clerk and made himself as inconspicuous as possible.

As for the influence of petrol on the lady motorist. Need I say anything about it?

The lady driver is never of the clinging vine type. Far from it, she often seems to imagine that she has bought the road, as well as (perhaps) a car.

She is accustomed to ordinary male courtesies (such as allowing

a woman to enter a room first) and when on the road she expects a male driver to give way to her on all occasions.

On a country road, should she desire to pass another car, she sounds her horn irritatingly and much longer than necessary, and crowds the preceding car almost into the ditch as she passes.

If another car wishes to pass her machine, she deliberately holds on the centre of the road, and favours the other driver with a scowl if he eventually takes a risk and gets past.

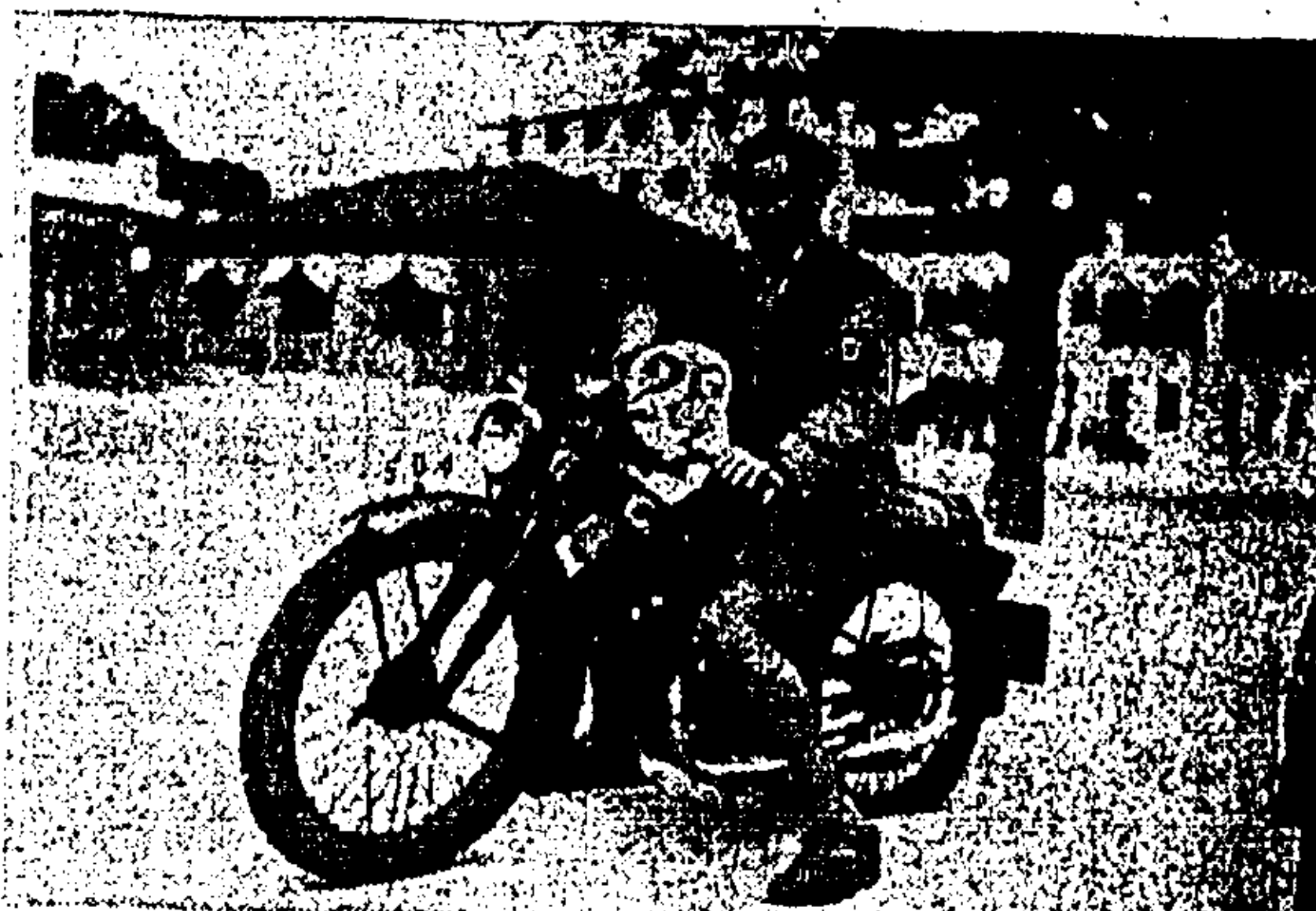
The male driver is a disease, but the lady driver is a plague.

As a cure for this petrol complex I would suggest that all motorists be compelled to become pedestrians for a stated number of hours every week, and that they be made to cross and recross the busy streets when traffic is at its height.

That should "larn" them.

D. M. C.

SMALLEST MACHINE IN RECENT TRIAL.



This picture shows F. L. Parton on his "Coventry Eagle," a small machine of only .98 cc. Although crashing into a paddy field at the top of the test hill shown elsewhere, the rider pluckily continued and completed the course, a most creditable performance for rider and machine.



DRY CELLS

The best dry cell in the world, made by the first makers of dry cells.

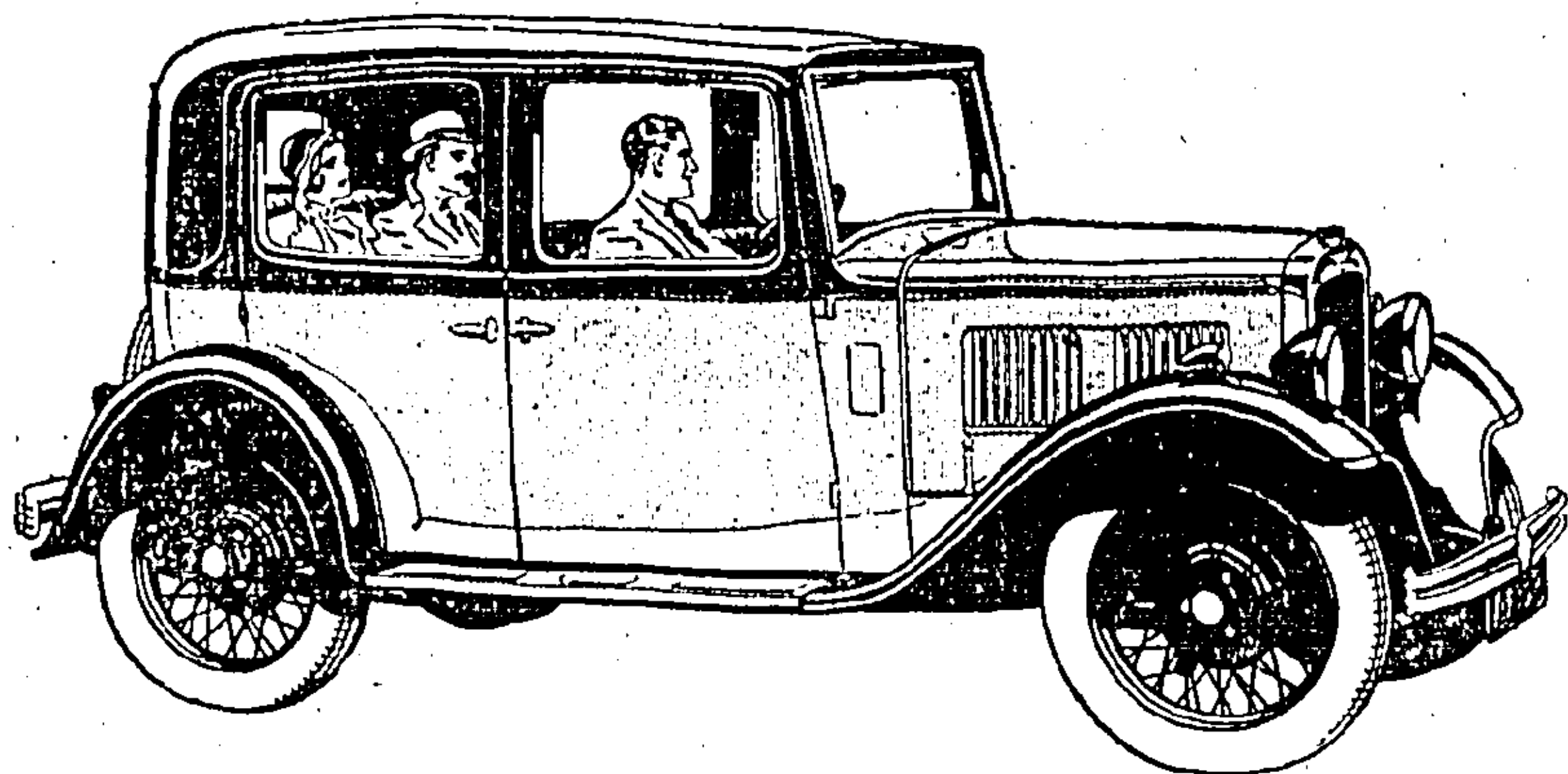
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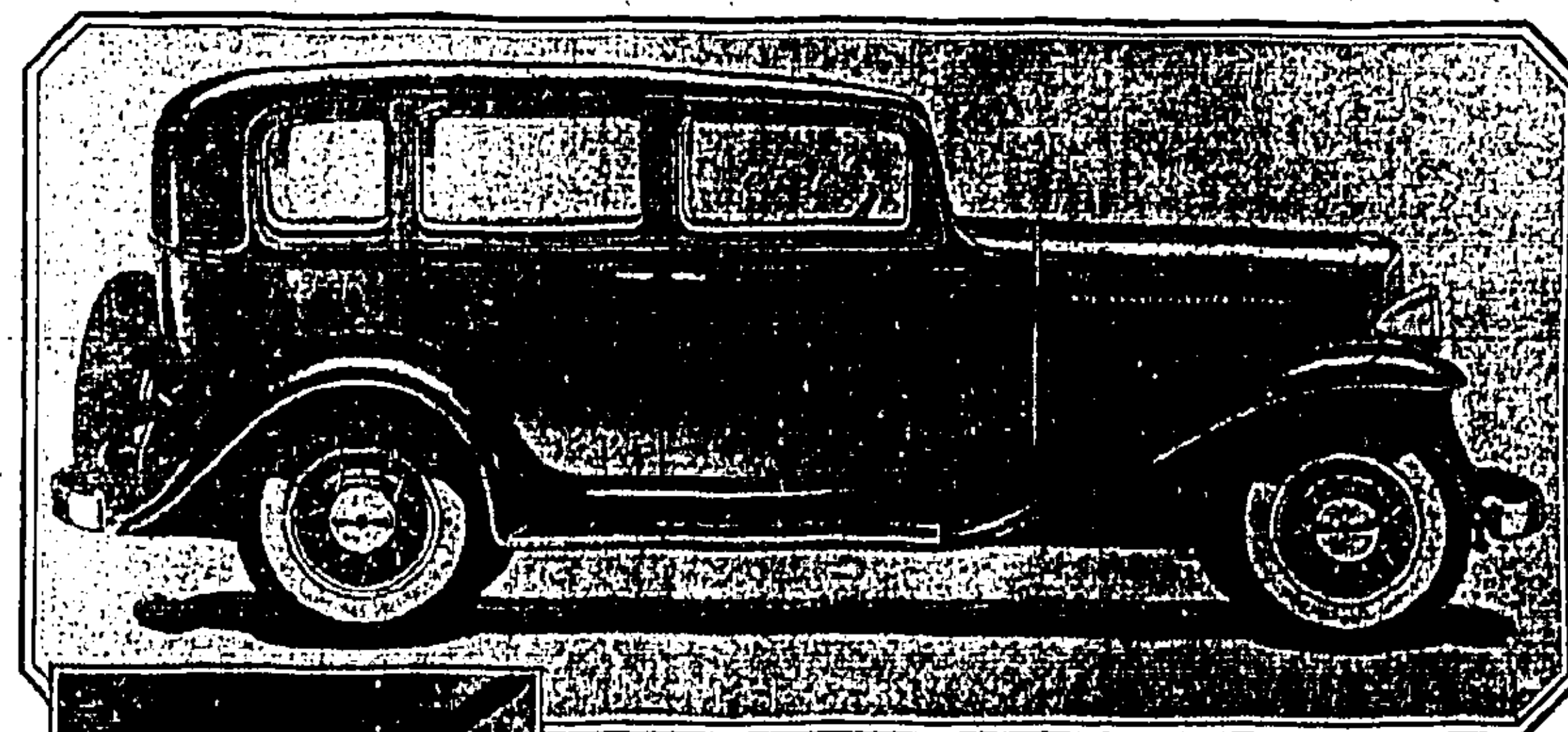
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PRINCE'S BUILDING, ICE HOUSE STREET.

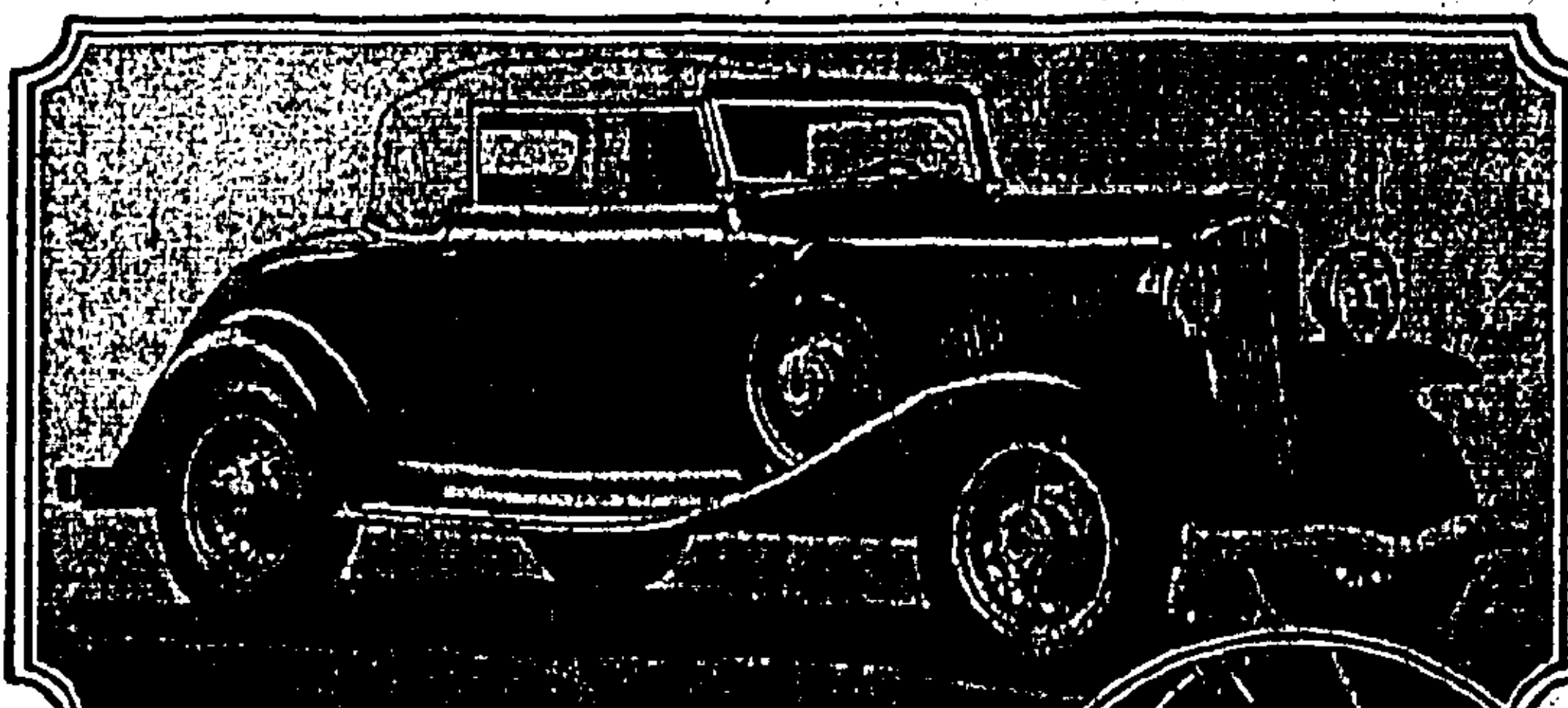
KOWLOON GARAGE.

Rockne Six Offers Quality at Low Price



Below—A smart V-shape radiator shell features the modern styling achieved in the Rockne Six. One-piece steel wings lend the swank of custom salon cars. The wide, symmetrical bumper is faced with chromium as are radiator shell and headlamps. The radiator, bonnet, top and the front and rear mudguards effectively blend in an ensemble that pleases the eye while fulfilling the requirements of the latest research in motor car wind resistance.

Long, low and aerodynamically streamlined is the Rockne Six "75" five passenger, 4-door sedan shown above. The powerful six cylinder motor develops 72 horsepower and ensures a smooth, constant high cruising speed. The unusual chassis length—114 inches—relieves it of that condensed appearance which makes the low price of other inexpensive cars so evident. Convertible sedan, convertible roadster and coupe models also are available on the Rockne "75" chassis. Wire wheels are standard equipment, as are free wheeling and synchronized shifting.



Abundant roominess; adjustable front seat; three-spoke, steel core steering wheel; adjustable steering column and aviation type instruments feature the Rockne Six "75." Free Wheeling control is located on facia at left of steering column. Hand brake lever and gear change lever are forward in the Rockne Clear Way Front Compartment. This new positioning allows the driver to enter or leave through either doorway with ease.

The long wheelbase of the Rockne "75" is supplemented by an extra wide rear tread which not only accentuates the extreme proportions of the car but makes possible a wider rear seat than has been customary in cars of this price. The interiors are upholstered and furnished in the manner of costlier cars. The Rockne Six is manufactured by Rockne Motor Corporation, a Studebaker subsidiary, with offices and factory in Detroit, Michigan, U.S.A.

Note the slanting louvers, sloping radiator and sloping windshield of the Rockne Six "65" convertible roadster. This ultra modern car, mounted on a 110-inch wheelbase chassis and powered by a 66 h.p. engine, has been designed and built to standards of quality never before achieved in the low-priced field. The power plants of the Rockne Six have that notable freedom from vibration that is inherent in all Studebaker sponsored engines. In keeping with the practice followed in high priced cars, engineers have further defeated vibration by cushioning Rockne engines in live rubber at all four points of suspension, as illustrated at right.

THE HONGKONG HOTEL GARAGE

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Obtained from inspected cows only, scientifically sterilized at a model factory, it comes straight to you. A real health giving milk.

Science has achieved a great deal, yet nothing will ever replace the quality of the green crop which is grown on the pastures of the Emmenthal. It serves to produce "DEAR BRAND" milk and that is why there is no substitute for it.

BEAR BRAND
Natural Swiss Milk

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A. B. MOULDER & CO., LTD.
CHINA BUILDING.

"GIVE MONEY TO SPENDTHRIFTS"

PROFESSOR'S PLAN TO HELP TRADE

A new way to solve the world depression is advocated by Professor J. R. Bellerby, of Liverpool, who urges that the Bank of England should make a new issue of notes and hand them over to trade free, gratis, and for nothing.

Hardly had the surprise of his listeners died away at this proposal when he added that a 10 per cent. increase all round should be given in all State benefits—unemployment, pensions, and health allowances.

"The one hope of recovery," he said, "is something in the nature of a rise of 30 per cent. in wholesale prices in the next two years."

Stimulus to Trade

"If definite measures are adopted to make the rise in wholesale prices possible, that would give sufficient stimulus to trade to restore a large number of the present unemployed to work."

"If we want to inflate without cost to the Government and the Bank of England, the main problem is how the Bank can give the money away, ensuring that new trade with result."

"It is no use giving the money to those who are playing the safety game. To ensure trade revival, we must give the money to the spendthrifts to those who will rush to the counters and spend it."

"It is an awful paradox of the present day conditions that in order to save the virtuous we must give to the spendthrift."

"If we may assume that both Great Britain and the United States will desire inflation, it is not too much to expect that such a policy would be accepted by the whole of the sterling area and by all countries linked to the dollar."

NEW X-RAY DISCOVERY

"VIEWS" OF THE BRAIN

HOW OPERATION MAY BE AVOIDED

A new development in the use of X-rays in the diagnosis of intra-abdominal disease has been engaging the attention of research workers for some months, and the successful experiences of a team consisting of a surgeon, a pathologist, and an X-ray expert in Toronto have just been published in the "Canadian Medical Association Journal."

Certain scientists in Germany first discovered that a metal called thorium could be injected into the circulation in a colloid solution without doing any harm, and it was deposited in certain parts of the body, which then became temporarily opaque to X-rays. The work in Canada fully confirmed this, and in all eighteen patients have been investigated with this new method without any untoward result.

It must be remembered that the penetrating powers of X-rays are relative. In the early days of radiography the sole use of this method of diagnosis was to show up the bones, which were more dense than surrounding structures. The next developments came when bismuth was given by the mouth and the outline of the stomach seen on the X-ray screen.

Satisfactory Methods

Of recent years satisfactory methods of introducing contrast material to show up the structure of the lungs, gall-bladder, and kidneys have been elaborated, but until the use of thorium no satisfactory shadows of the liver or spleen could be obtained.

The liver and spleen are especially rich in certain special cells ("reticulo-endothelial"), which have the property of taking up substances from the blood stream, and thus the thorium given into the veins gradually becomes accumulated in these cells. A 25 per cent. solution of thorium dioxide has been used, given in three daily doses of about one ounce (25 cubic centimetres), and on the fourth day X-ray pictures

THIEVES' \$6,000 JEWEL HAUL

MINIATURE OF LORD NELSON STOLEN.

Jewellery, antiques, and other property valued at about \$6,000 were stolen in two London robberies reported recently.

In one case thieves forced an entry at the house of Mr. Stilwell, a jeweller, in Embankment-gardens, Chelsea, and stole miniatures, old jewellery, and antiques worth nearly \$2,000. The stolen property included a miniature of Lord Nelson and another of Lady Hamilton.

In the second case, a pearl necklace worth \$2,000 antiques and other jewellery, of the total value of nearly \$4,000, were stolen from the residence of Mrs. Enid Lambart in Cliveden-place, Eaton-square, Belgravia.

The treasures were kept in a concealed safe in Mrs. Lambart's bedroom. The safe was badly battered by the thieves and brickwork round it had been chipped away. It appeared to have been forced by the use of jemmies, chisels, and a sledge-hammer.

Two suit-cases packed with silver and other articles were left by the thieves, who, it is believed, were disturbed. A sledge-hammer and two jemmies were also found.

are taken. The metal is deposited mainly in the liver and spleen, but is found to a lesser extent in various glands and in the bone marrow.

A Big Advance

A still further use of the special preparation of thorium, which has been employed, is to demonstrate exactly the configuration of the blood vessels of the brain. The harmlessness of the injections has led to their being used into the carotid arteries, and this will probably mean, in the future, a big advance in the accurate diagnosis of obscure brain tumours. In the meanwhile the X-ray appearances of the liver and spleen, as demonstrated in this way, will be of considerable value in solving problems of abdominal disorders.

Previously the only way to make a diagnosis has been what the surgeons call an "exploratory laparotomy," which means to take a look inside. The new discoveries suggest that this will be possible without the necessity of an operation.



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V.A.T. 69

The brand has been in the same family since its inception, and is quite independent.

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Distillers, Ltd. 1932. LONDON.



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checks dandruff.
Cleanses, soothes and cools the scalp.

MALAYAN CHAMPION'S SUCCESS

due to

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PROFESSIONAL FEATHER & LIGHTWEIGHT CHAMPION
Y. C. SONG writes:—

"SINCE the commencement of my career as a professional boxer, I have tried many different tonics but results were disappointing. However, I was eventually advised by my Manager, Mr. Tan Ngee Yong, to try Phosferine, and I can testify that it has been of the greatest benefit to my training, and I recommend it to all engaged in athletic pursuits, in fact

I HONESTLY ATTRIBUTE MY SUCCESS TO THIS

WONDERFUL PHOSFERINE."
Y. C. Song, Penang.

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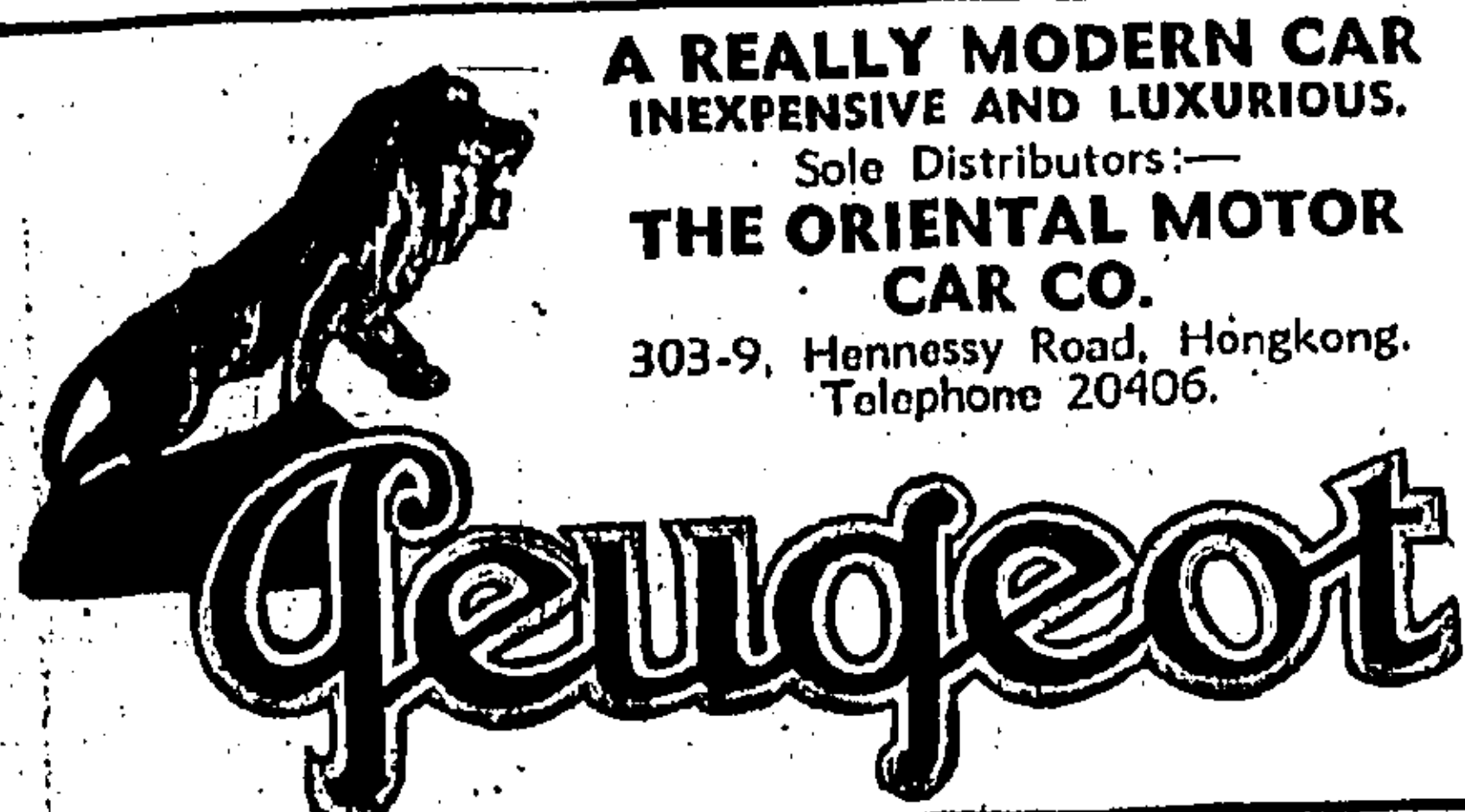
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NEW YORK STOCK
EXCHANGEA.O.F.C. QUOTATIONS
FOR YESTERDAY

New York, Oct. 14.

Dow Jones Averages:

	Oct. 13.	Oct. 14.
30 Industrials	69.70	63.84
20 Rails	25.07	27.71
20 Utilities	26.03	27.68

Messrs E. A. Pierce & Co. report:—
Recent buying has been of much better quality than selling. While there may not be an immediate sharp rise, we think it would require only moderate buying to carry the market substantially ahead. We think the best policy now is to buy and not sell on moderate dips. Business done: 2,000,000 shares.

	Oct. 13.	Oct. 14.
Air Reduction	\$52	\$55 1/2
Allied Chemical & Dye	67	72 1/2
American Can	47 1/2	51 1/2
American Telephone & Telegraph	90 1/2	106
American Tobacco	69	73
Anacosta Copper	9 1/2	10 1/4
Auburn	30 1/4	44 1/4
Borden Company	20 1/2	27 1/2
Canadian Pacific	14	14 1/4
Chrysler Motors	12 1/2	14 1/4
Consolidated Gas of New York	52 1/2	55 1/2
Drugs, Inc.	33	36
Du Pont de Nemours	30 1/4	30 1/2
Eastman Kodak	48 1/2	52
Electric Bond & Share	22	25 1/2
General Electric	15 1/2	16 1/2
General Foods	29 1/2	29 1/4
General Motors	12 1/2	14
Gillette Safety Razor	15 1/2	16 1/2
International Harvester	19 1/2	22 1/2
International Tel. & Tel.	8 1/2	10
Liggett & Myers	60	63 1/2
Loew's Inc.	25 1/4	26 1/4
Montgomery Ward	11 1/2	12 1/2
National Biscuit	36	39 1/4
Pacific Gas	26 1/2	28
Pennsylvania Railroad	13 1/2	15
Radio Corporation	6 1/2	7 1/2
Sears Roebuck	17 1/2	19 1/2
Standard Oil Co. of New Jersey	29 1/2	30
Socoy - Vacuum Corp.	9 1/4	9 1/4
Union Carbide & Carbon	24	25 1/4
Union Pacific	57 1/2	65
United States Steel	34	38
Westinghouse E. & M.	25 1/2	28

ITALIAN LINER'S
CLAIMATLANTIC CROSSING
RECORD

It will be recalled that the huge Italian trans-Atlantic liner Rex was reported to have had to enter Gibraltar a little over a week ago, owing to engine defects having developed. No further news of her progress was received, but from the Italian Consulate in Hongkong we have received the following item, sent by wireless from Italy and picked up by the Italian warship Espero, on the China Station:

The liner Rex arrived at New York on October 7 on her maiden voyage across the Atlantic, having set a new record for the crossing. The United States Ambassador to Rome, Mr. Garrett, was a passenger, and kept in communication by wireless with America during the voyage, expressing himself as being very pleased with the trip, and complimenting those concerned on the splendid performance of the ship and the speed developed. The Municipality of New York as well as the whole Italian community held special celebrations to commemorate this maiden voyage and inauguration of the new Rome-New York service.

It is notified that the operation of the provisional Commercial Agreement between His Majesty's Government in the United Kingdom and the Egyptian Government, instituting most-favoured-nation treatment reciprocally between Egypt and Hongkong, has, by a further exchange of Notes been prolonged until the 16th of February, 1933.

A quarrel between two mendicants near the Central Market yesterday led to one producing a knife with which he inflicted an injury to the head of the other. The assailant has since disappeared, while the victim has been taken to hospital for treatment.

Observatory returns for September show that the average mean temperature was 79.8, the highest being 88 and the lowest 74.8. There were 139.4 hours of sunshine and 4.34 inches of rain, while the average humidity was 81.

As a result of a fall in the house, an amiable employee at 40, Penco Avenue, Homantin, suffered internal injuries yesterday and was removed to the Kwong Wah Hospital for treatment.

LUXURY MOTORING

MAGNIFICENT DISPLAY
AT OLYMPIA

London, Oct. 14.

The twenty-sixth Motor Show at Olympia opened this morning in the presence of a huge and enthusiastic crowd, promising excellent trading.

An official interviewed by Reuters confidently anticipated that all records would be broken.

His Majesty yesterday purchased a new British car and it is expected that the Royal example will stimulate commerce.

The Show comprises five miles of exhibits, forming a magnificent display valued at £2,000,000. Included in the show are British, French, Canadian, Italian, Spanish and Belgian cars at prices varying between £100 and £6,500.

The general tendency of the British exhibits is towards mechanical simplification, economy and beauty. The outstanding novelties displayed are: Self-changing gear box; Engine free-wheel; Floating power; Automatic clutch and starter; Streamlined coachwork and luxury fittings, including a diversity of direction indicators and anti-dazzle devices, contributing to safer driving.—Our Own Correspondent.

INTERPORT POLO

(Continued from Page 8.)

But it was Hongkong's last effort. Franklin and Allan scored one more goal each, and the match finished with play in midfield.

Mrs. Southern was introduced by H. E. Major General Sandilands, who said the game was the best he had witnessed during his four years in Hongkong. He congratulated the Shanghai team on a well-deserved victory.

Mrs. Southern then presented the Keewick Cup to the visitors' captain and miniatures to the individual players. In responding, Judge Franklin said his team were happy to win. They had hoped to win the match and before leaving Shanghai had insured the cup for the round trip (laughter). "We go back with memories of a marvellous game and fine hospitality," he said.

INTERPORT DINNER.

A dinner in honour of the visiting team was held at Gloucester Building last night, and was largely attended. Toasts to H. M. the King and to the President of the United States were duly honoured. The excellent menu was appropriately set out as follows: 1st Chukker. Hors d'Oeuvre. 2nd Chukker. Tomato Bouillon. 3rd Chukker. Fillet of Sole Duxelles. 4th Chukker. Chateaubriand Renversé. 5th Chukker. Bombe Marco Polo. 6th Chukker. Fruit Basket. Chukker Out. Demi Tasse.

SUGAR MARKET

THE LATEST CABLED
QUOTATIONS

The following cable at the close of the sugar market yesterday has been received by Messrs. Penreath and Co.

London Terminals.

March 1933 6 2/3 no change.
May 1933 6 1/4 down 1/4.
August 1933 6 7/8 down 1/4.
December 1933 6 10 down 1/4.
Buyers at above prices, sellers asking 1/4-1/2 more.

New York Terminals.

December 1932 1.10 down 1 pt.
March 1933 1.03 down 1 pt.
May 1933 1.07 no change.
July 1933 1.11 no change.
Cuban 96°—Spot N.Y. 1.18 down 2 pts.
Liverpool (14/10/32).—Reported that Russia is buying Java Sugar and negotiating for large quantities of Cuban Sugar.

EXCHANGE RATES

	Wednesday.	Yesterday.
Paris	87 1/2	87 1/2
Geneva	17.82 1/2	17.82 1/2
Berlin	14.48 1/2	14.48
Helsingfors	232 1/2	232 1/2
Oslo	19.85	19.90
Athens	580	580
Milan	67 1/2	67 1/2
Buenos Aires	Nom.	Nom.
Shanghai	1/9.3/16	1/9 1/4
New York	3.44 1/4	3.44 1/4
Amsterdam	3.56 1/2	3.56 1/2
Vienna	29 1/2	29 1/2
Prague	116 1/2	116 1/2
Madrid	41.1/16	42.1/16
Bucharest	580	580
Hongkong	1/4 1/4	1/4 1/4
Brussels	24.79 1/2	24.79 1/2
Stockholm	19.15/32	19.15/32
Copenhagen	19.9/32	19.9/32
Lisbon	110	110
Ello	5.7/32	5.7/32
Bombay	1/6.5/32	1/6.5/32
Yokohama	1/4 1/4	1/4 1/4
Montevideo	30	30
Montreal	3.78 1/4	3.78 1/4
Belgrade	255	255
War Loan	Assented	109 1/2
Silver (spot)	17 1/2	17 1/2
(forward) 12.18/10	12.18/10	12.18/10

—British Wireless.

FRANCE AND WAR
DEBTSNO ACTION TAKEN
YET

The French Government, has not yet considered the question of demanding a prolongation of the Hoover moratorium, whatever action is decided on in the matter will only be taken in accord with the British and other Governments interested.

In official circles the question is regarded as a delicate one because of the campaign for the Presidential election. Whilst a considerable section of the American public, including President Hoover and his Wall Street backers, are known to be in favour of the moratorium, it is realised that in view of the strong feeling in some sections of the American public it is extremely difficult for the President to make any concession at the moment. To do so would be to compromise his chances of re-election.

For this reason it is believed that the President and his advisers would prefer that the question should be allowed to remain in abeyance pending the result of the election. An unofficial demarche may, therefore, be made, it is thought, from the State Department to indicate that the waiving of the rule requiring three months' notice of a demand regarding the moratorium would not meet with any objection in Washington.

Eventual Action

This would make matters much easier both for the American Government and its creditors, as President Hoover would not be embarrassed by having to find an answer to a difficult question in the middle of his electoral campaign, whilst France and Great Britain and the other Powers interested would have time to consult among themselves with a view to taking common action.

Both sides, of course, realise that Washington can take no step until after the new President, whoever he may be, meets Congress.

As regards the eventual action taken, there can be no doubt that in one form or another, either by a prolongation of the present moratorium or by the suspension of payments allowed for in the Mellon-Berenson debt accord France will demand to be relieved of her obligations. No French Parliament would tolerate for an instant the resumption of French payments since they are no longer covered by Germany.

A violent campaign against debt payments has been waged for some time past by the *Liberte*, and the paper has now opened a referendum in the form of a slip which its readers are asked to fill in declaring their refusal to "pay new taxes to reimburse France's debt to England and America, who deprived us of what we were owed by Germany."

HIGH MATERNAL
MORTALITYWELFARE WORK
DISAPPOINTS

The Ministry of Health has just issued an important report on "High Maternal Mortality in Certain Areas."

It will be remembered that certain districts of England and Wales stood out very unfavourably with records for deaths in childbirth well above the average. These areas have been selected for special investigation: certain industrial towns in the West Riding of Yorkshire, sections of Lancashire, and parts of Wales.

In general it may be said that no satisfactory answer to the problem of why these areas should be worse than the rest has been reached.

Effective Methods

Sir George Newman, Chief Medical Officer of Health, in his introductory remarks, points out how "many of the causes which everywhere endanger maternal safety are magnified under the social and economic conditions which prevail both in industrial and in exceptionally rural parts of the country."

He expresses a certain degree of disappointment with the effects of maternity welfare work, which has not everywhere been carried out to a satisfactory extent. He urges local authorities to reflect upon the need for making adequate provision for maternity services.

"Even in a time of acute financial embarrassment," he writes, "responsibility for adequately protecting the health of women at the time of child-bearing is one which should not be evaded. There can be no doubt that the excessive maternal mortality in the areas of certain county boroughs and county councils is, in fact, one of the principal contributions to the high average maternal mortality rate in childbirth for the country as a whole. It is equally certain that this rate can be reduced by proper and effective means."

GERMAN SENSE OF
GRIEVANCE"TREATED DISHONOURABLY
BY FRANCE"

The Minister for War's declaration in East Prussia that Germany intended to arm herself for defence whatever other Powers said, is the subject of criticisms in both the *Vossische Zeitung* and the *Vossische Zeitung*, who clearly give it to be understood that they do not consider General von Schleicher's manner of expressing himself as being an asset to Germany in international diplomacy.

In foreign policy, the latter paper writes, misunderstandings are often more dangerous than differences of opinion, and Germany is threatened with isolation because her claims to equal rights in armaments are being understood by the world as claims to increased armament.

There is an almost universal feeling that the content of the German Note proves the French Government and Press to have treated Germany dishonourably, the former, in allowing knowledge of a confidential conversation to leak out, the latter in attributing to Germany much more extreme demands than she ever made.

The very widespread sense of a grievance is naturally of advantage to the advocates of an aggressive policy on the Right.

The *Deutsche Tageszeitung* says that the French action in immediately communicating the contents of the conversations to all the signatories of the Consultative Pact, shows that this pact was devised in order to compel Germany to discuss all questions, in a group of powers amongst whom she is even more at a disadvantage than in the League of Nations, where at least the neutrals are represented.

BRITISH TRIBUTE TO
SPINOZA

"A MAN OF CHARACTER."

The Hague, Sept. 7. Sir Frederick Pollock, speaking at the tercentenary celebrations, now in progress here, of Spinoza, said that he was charged by the Vice-Chancellors of the ancient English Universities, Oxford and Cambridge, to represent them at the Congress and offer salutations and good wishes.

He had every reason, he declared, to be proud of bringing such a message, as it carried far more weight than the ordinary courtesies and good will of intercourse between learned bodies.

"It is a welcome symbol," he said, "of that continuous growth of Spinoza's reputation and influence which I have had the happiness of observing during a long life."

"To be great a philosopher must have, according to Matthew Arnold, something in him which can influence character, which is edifying; he must, in short, have a noble and lofty character himself. We in England have always had a special admiration for a man of character. With Horace we exult the just man who is fixed in his purpose."

"This quality may or may not go along with genius; if it does, it is all the better; but if not our English temper prefers character. No one would call Queen Victoria a woman of genius, but by her character she deserved and achieved greatness."

A relay of the Symphonie Concert from the Peninsula Hotel by courtesy of the Management. (During the intervals recorded music will be broadcast from the Studio).

Part I.
1. March—"Waltzing Post" (Souss).
2. Waltz—"The Wedding Dance" (Lincke).
3. Intermezzo—"Narcissus" (Neville).
4. Selections from "The New Moon" (Roni).

Part II.
1. Overture—"Marsch" (Auber).
2. Waltz—"Valse Triste" (Bibault).
3. Serenade Italiana (Schebeck).
4. Fantasia (Opera Dramatique) Tannhauser—(Wagner).

Part III.
1. Andante from "Symphony in F Minor" (Tchaikovsky).
2. Tarantella (Scazzola).
3. Overture—"Le Roi des Rois" (Léon).
4. Dance of the Hours (Ballet from the Opera Glisade (Ponchielli)).

11.30 p.m.—Close Down Programme.
6.00 p.m.—Studio Music.
6.45 p.m.—Cervantes Programme.
7.00 p.m.—Spanish Information Period.
7.15 p.m.—English Information Period.
7.30 p.m.—Recital Programme.
7.45 p.m.—Studio Pampango Programme—Dolly Garcia, soprano.

7.50 p.m.—Ford Service Programme—Olympian Quartet.
8.00 p.m.—Studio Musical Varieties—Novelty Ensemble.
8.15 p.m.—Hollis Hole Master Music Programme—Hollis Hole Orchestra.
8.30 p.m.—Studio Pampango Programme—Carmel Bernachea & H.J. Bernal.
8.45 p.m.—Dance Music—Day View Hotel Orchestra.

10.30 p.m.—Close Down.
10.45 p.m.—Broadcast from the Manila station.
10.50 a.m.—Union Church Service.
11.15 p.m.—Lubbock Music.
11.30 p.m.—Close Down.
11.45 p.m.—Bureau of Prison's Band Concert.
12.00 p.m.—Studio Musical Varieties.
12.15 p.m.—The Dance Programme.
12.30 p.m.—Lubbock Music.
12.45 p.m.—Studio Pampango Programme—Carmel Bernachea & H.J. Bernal.
1.00 p.m.—Studio Pampango Programme—Fanny Garcia.

1.15 p.m.—Chevrolet Musical Chronicle.
1.30 p.m.—Dance Presentation.
1.45 p.m.—Studio Pampango Programme—Lubbock Music.
2.00 p.m.—Opera Hour.
2.15 p.m.—Close Down.

RADIO
BROADCASTPROGRAMMES FOR TO-DAY
AND TO-MORROW.

Broadcast by Z.B.W. on a wavelength of 855 metres (345 K.C.).
4.7 p.m. Chinese Recorded Programme.
7.11.30 p.m. A Programme of Columbia Records.
7.3-7.10 p.m. Descriptive Blotch—Abe and Sandy on the Train.
7.10-7.41 p.m. Band and Orchestral Music.
Morning Moon and Night (Von Supp).
National Military Band 5013.
Concert Wals in A (Glasgow).
Wicks Dance (Puccini).
The B.B.C. Wireless Symphony Orchestra.
Liebestraum (Liszt, arr. Somers).
Cephris Vennola (Kreiser, arr. Tiersch).
Carmen—Selection (Liszt).
Carmen—Selection (Liszt).
Ferry Flit conducting the B.B.C. Wireless Symphony Orchestra 9123.

8 p.m. (Local Time and Weather Report).
7.33-8.33 p.m. Variety.
Vocal Duet—Hold my Hand—Hold my Hand.
Jesse Matthews and Bonnie Hale DB160.
Orchestra—The Dicky Bird Hop.
Bournemouth Municipal Orchestra DB164.
Descriptive—Happy Hikers.
Charles Fenrose and Company DB166.
Organ Solo—My Sunshine Came on a Italy Day.
Terence Casey DB162.

Song—To-day I Feel so Happy.
Bonnie Hale (Soprano) DB167.
Band—The Turning of the Tide.
Gerardo and His Accordion Band DB168.
Vocal Duet—Home.
Layton and Johnstone DB175.
Song—Spring is Here Again.
Marion Harris (Comedienne) DB181.
Humorous Song—Grandma's Days and Nowadays.

Vocal Duet—Hold my Hand—Turn on the Music.
Jesse Matthews and Bonnie Hale DB160.
Orchestra—Jesse and Bonnie Hale DB160.
Bournemouth Municipal Orchestra DB164.
Descriptive—Laughing Butterflies.
Charles Fenrose and Company DB166.
Organ Solo—Somewhere in Old Wymouth.
Terence Casey DB162.
Song—Just Because I Love my Heart to You.
Bonnie Hale (Soprano) DB167.

Band—Day by Day.
Gerardo and His Accordion Band DB168.
Vocal Duet—All of Me.
Layton and Johnstone DB175.
Song—Glad to be Here.
Marion Harris (Comedienne) DB181.
Humorous Song—The Dishes at the Bottom of the Garden.
Norman Long DB178.

8.33-9 p.m. (Beethoven).
Moonlight Sonata (Beethoven).
played by Evelyn Howard-Jones (Pianist) 9014/9015.

9-9.30 p.m. A Concert.
Song—Cool Midge (Traditional).
Song—Air Lord Nan Blean (arr. Kennedy Fraser).
Marsch MacLennan (Contralto) DB200.
Orchestra—Scenes That are Brightest (Wallace, arr. Scott).
Orchestra—The Bohemian Girl—Then You'll Remember Me (Wells, arr. Scott).
J.H. Squire Celeste Odet 9107.

Song—The Crocodile (Traditional).
Song—Richard of Tonson Dene (Traditional).
Norman Allen and Chorus DB402.
Orchestra—Souvenir (Drula, arr. Willoughby).
Orchestra—Phantom Moust (Hoy).
J.H. Squire Celeste Odet DB180.

9.30-11.30 p.m. Dance Programme.
Fox Trot—Head.
Cabin in the Cotton DB483.
One Step—Watch the Navy.
When the Band Goes Wandering By DB484.

Waltz—We Will Always be Sweethearts.
Fox Trot—One Hour With You DB448.
Quick Step—Oh That Mistle.
What Would You Do? DB449.
Quick Step—The Turning of the Tide.
Nobley Elm Hilt Solo DB450.
Waltz—When the Rest of the Crowd Goes Home.
Fox Trot—Waltz for a Call from You DB422.

—Paraphrase—By Special Permission of the Copyright Owners, I Love You!
—What Makes You So Adorable DB450.
—A Great Big Bunch of You DB482.
—Sweetheart DB425.
Waltz—Whispering Waltz DB425.

Quick Step—When Work is Through.
—It Ain't No Fault of Mine DB471.
—In My Carriage.
—My Mum DB469.
—Songs That are Old Like Forever DB459.
Waltz—The Blue of the Night Solo DB459.
Fox Trot—Never Hitch Your Wagon to a Star.
—Good Evening.
—Lullaby of the Leaves.
Quick Step—The Sun Has Got His Hat On DB472.

Waltz—Just Another Dream of You DB485.
Quick Step—Downhearted.
Fox Trot—When We're Alone.
—Keepin' Out of Mischief Now.
Quick Step—A Bungalow, A Piccolo and You.
Fox Trot—Underneath the Arches DB481.
Fox Trot—Roll On, Mississippi, Roll On.
Waltz—I'll Always be True DB428.
One Step—When Yuba Plays the Rumba on the Tube.
Fox Trot—Let's Get Five Dollars DB455.

—Katie Twice as Nice as the Girl in my Dreams.
Waltz—I Offer You These Roses DB222.
10.30 p.m. Rugby Mid-day Press News.
11.30 p.m. Close Down.

All records in the above European programmes are kindly supplied by Messrs. Anderson Music Co.

SUNDAY'S PROGRAMME.
10.30 to 11.30 p.m.
A Relay of the Morning Service from The Union Church, Kennedy Road.
Prayer—The Rev. E. C. L. Trebeck.
Organ Service.
Hymn—"Hallelujah to The Holiest in The Height".
Lord's Prayer.
Hymn—"All Praise to The Heart For Cooling".
Scripture Reading.
Hymn—"Thou Whose Almighty Word".
Prayer.
Solo—"A New Commandment" (Maudsley) by Mr. W. H. Bailey (Tenor).
Offertory Prayer.
Hymn—"How Sweet the Name of Jesus Sound".
Benediction.
Hymn—"Heard the Voice of Jesus Say".
National Anthem.
Benediction.

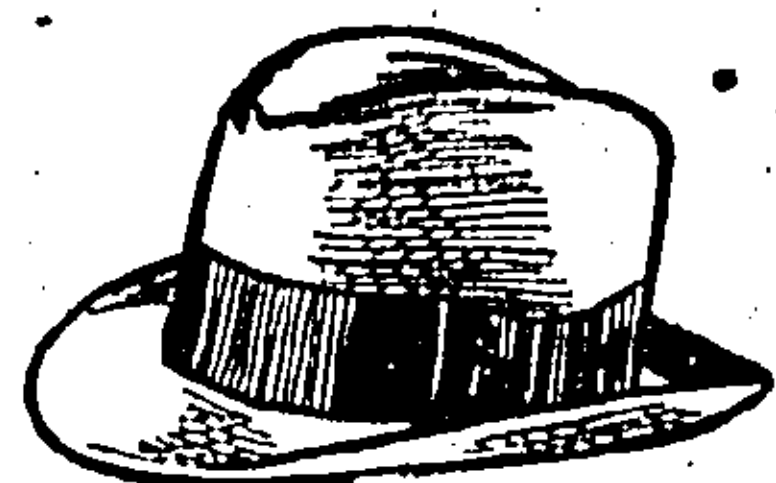
11.30-2 p.m. Chinese Recorded Programme.
1 p.m. Local Time and Weather Report.
2 p.m. Close Down.
8-11.30 p.m. (Approx.) European Programme.
8 p.m. Local Time and Weather Report.

8.3-8.45 p.m. A Programme of Records from Z.B.W.'s Library.
Song—Stargazer Op. 17 No. 2 (Stravinsky).
Song—Morgen Op. 27 No. 4 (Stravinsky).
Soprano—Schumann (Soprano).
Piano—Solo—Sonata Ambrosiana in F Minor (Beethoven Op. 67).
Harold Bauer.

Vocal Duet—"Miserere" from "Il Trovatore" (Verdi).
Yvonne Bennett and John Turner.
Vocal—"Miserere" (Verdi).
Grand Opera Company.
Organ Solo—Introduction and Fugue (From Liszt) on "Ad Nos Saltem" (Franz Liszt).
Fugue German.

8.45-11.30 p.m. (Approx).
(Continued on Previous Columns.)

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The Hongkong factory is situated at No. 2 Davis Street, Kennedy Town. It covers an area of 30,000 sq. ft. Much of the output of this factory is exported to Malay States, Siam and Annam where it is handled by 20 agents.

L.T.A.'S "NO" TO TENNIS TRIALS

No Support For Resolution

M. K. LO CRITICISES
"VERITAS"

Tantamount to Vote of No Confidence

No support was forthcoming for the resolution submitted to an extraordinary general meeting of the Hongkong Lawn Tennis Association that Interport trials be held forthwith to decide on the final selection of the Hongkong team.

Mr. M. K. Lo, in a fiery speech, attacked the articles written by "Veritas" in the Telegraph, and said that from the constitutional viewpoint the resolution, if passed, was tantamount to a vote of no-confidence in the Executive Committee who had selected the present team.

Further letters on the subject of the Interport team have been received and are reprinted below:

Mr. M. K. Lo (Vice-President) was in the chair and clubs were well represented.

PROPOSER'S SUBMISSIONS.

The proposer submitted to the meeting that the Executive Committee in selecting the present team had acted on precedent, but that the time had arrived when a new method should be adopted. The fact that there was a number of players eligible for the Interport in Hongkong indicated the absolute necessity of trials to guide the committee in their decisions. He pleaded that the Association had to look to the future and must therefore give the young players their opportunity of Interport experience. He further pointed out the necessity of studying the public who paid money to the L.T.A., to watch the Interports. Public opinion, he contended, was in favour of trials.

PARTING OF THE WAYS.

Mr. G. W. Sewell regretted the meeting being of the opinion that it constituted the "parting of the ways," and if the resolutions were passed, would be tantamount to a vote of no-confidence in the committee.

Mr. Leo D'Almada disagreed with the first resolution on the point that there was insufficient time to put it into effect. He agreed that trials would, perhaps, be advisable in the future. He also considered that an appeal and a criticism of the selection of a team was inevitable and perfectly in order.

NO CONFIDENCE.

Mr. M. K. Lo taking the constitutional viewpoint said that the passing of the first resolution would be the same as a vote of no-confidence in the committee. He objected to the manner in which the subject had been exploited by certain sections of the local Press. The Executive Committee was elected as afforded powers by the rules. The resolution was in such a form as to reduce those powers which was identical to a vote of no-confidence. He agreed with Mr. Sewell that the meeting was the parting of the ways for the Association. He passed the resolutions then the future of the Association was undetermined.

He would remind the meeting that the committee had considered the advisability of holding trials, and they had concluded that they did not require them being unanimous in their decision of the matter selected.

He ruled the second resolution out of order in that it did not conform to the Association rule and requirements in respect of business before an extraordinary general meeting.

The first resolution was not seconded and was therefore declared null and void, the meeting terminating.

WHAT CORRESPONDENTS THINK.

Sir—With reference to the ranking of players of the Interport tennis teams, I really don't see why this is necessary. I certainly think that the Home side should have the privilege of arranging the matches and the home captain to make use of his judgment in fixing them. "Sports Sake" says that if we don't put our best players against an opponent's best player it would be un sporting. I really cannot understand why this should be so when both sides have equal chances. It may be to the spectator's interest to see the best player playing against the best player, but this is by the way. I don't know whether they number the players in the Davis Cup teams or not, but if they do, it is only for the sake of the gate. Could your correspondent tell me whether he considers it an insult to the other side, if, in cricket, we send in a hitter who is considered to be the worst player in the team against our opponent's best bowler? If "Sports Sake" is really a sportsman, he will certainly say no. The reason why the hitter is sent in is because, in the judgment of the captain, he is the man to beat up the other man's bowling. One of the reasons why cricket is so interesting is because there is always the glorious uncertainty, and even a weaker team stands a sporting chance of winning.



INTERPORT POLO—Picture shows a race for the ball in the Interport polo match between Hongkong and Shanghai played yesterday, when Shanghai won after a game featured by some brilliant play. (Photo: Ming Yuen).

RADIO DRAW WITH "JATS"

KEEN FRIENDLY
HOCKEY MATCH
YESTERDAY

Playing at the Marina ground yesterday afternoon the Radio Sports Club drew with the Jats Regiment 1st eleven. The score was one all. The game was very fast and exciting throughout and mostly it was in the favour of the Jats. The Radio were playing three reserves. P. Singh the right back, M. Singh the left half back and Surin Singh the goal-keeper were unable to turn up.

At the start the Radio forwards took the lead and with very fine stick-work and combination, they beat the Jats. Awar Singh managed to net a ball but unfortunately kicked the ball. Shortly afterwards the Radio were again pressing and after ten minutes from the start Kalwant Singh the inside left received a pass from the right and scored with a very fine shot. Soon after the Jats were pressing but Hanib the Radio's centre half kept them back. Karnall the Radio's right back received a cut above the eye and was laid out for about ten minutes. Just about five minutes before the half time Jull the centre forward of the Jats managed to get through the Radio's defence and hit in the goal post; Man Singh the Radio's goalie saved it, but the ball bounced back and was sent in the net. At half-time the Jats equalled.

In the second half the game was mostly in the favour of the Jats who pressed the Radio continuously but the Radio managed to keep them back. Man Singh saving a lot. J. Singh also did very well at right back. For the Radio G. Singh, Awar Singh, and Kulwant Singh the three inside-forwards were prominent in the forward line while in the defence Hanib played a very good game at centre-half being assisted by Jaggeet Singh and Spary the other backs. J. Singh at left back played a very steady game.

For the Jats Jull, Hanib, Abbas Ali and Sirdar Khan were outstanding.

BORDERERS WIN.

One of the finest games of hockey this season was witnessed at King's Park yesterday, when the Hongkong Hockey Club "A" team engaged the South Wales in a friendly match, and were beaten by three goals to one.

The exchanges were fast, and both sides had an equal share of the game. The Borderers, at the close of the first half, were leading by two goals to one, and in the second half netted another goal.

as a result of its captain's good judgment. The same principle applies to tennis too, but it does not follow that, because our champion loses to our opponent's champion, our third man will not beat him.

If your correspondent will have the patience with me, I will tell him that, even the champion of a tournament is not necessarily the invincible player. He might have been beaten by a player somebody eliminated in the earlier rounds if they had met. In tennis, too, there is also the uncertainty. A player who depends on driving may lose to an opponent who chops and a player who chops may lose to one who plays a net game.

THE CHAMP.

Sir—The "Champ" shows his complete ignorance and complete disregard of the reports in your valued paper concerning the Tennis Interport. Thanks to "Veritas," I am relieved of a reply regarding the order of the Shanghai singles players, and if the "Champ" has followed the doings of the various Shanghai players at all, there is no doubt that Gordon Lum and Guv Cheng will form Shanghai No. 1 Doubles, if they are to play as a pair.

I presume, when the "Champ" paid their team a compliment by regarding them as equals (this again emphasising his ignorance), he is applying the same compliment to the Hongkong representatives, and while not wishing to belittle any of our players, I think a blind man can see the vast difference in the abilities of the team as selected by the L. T. A.

The only thing I am in agreement with your correspondent is that we should have had trials; these I am sure would have resulted in a very different composition of players as Hongkong representatives, and with the weakened Shanghai team now coming down, there would have been every chance then of our winning the Interport.

INTERPORT POLO WON BY SHANGHAI

BRILLIANT PLAY
A FEATURE

KESWICK TROPHY
RETURNS NORTH

By seven goals to five, Shanghai won the polo match against Hongkong, on the Hongkong Polo Club's ground yesterday. The Shanghai team had the better combination and played a more aggressive game throughout, but Hongkong made the game well worth watching. Excitement was at fever pitch until the final bell sounded.

The teams were—Shanghai—N. A. Allman, Judge C. S. Franklin (captain), Dr. V. Parks Woods, D. Burdick.

Hongkong—J. H. Keswick, Major J. R. Barry, F. A. Pollock and Capt. P. J. Villar (captain).

Officials were—Umpires, Lieut.-Col. G. T. Hawks and Lieut. J. Bakervyle; Clerg: referee, H. C. McNamara; Goal Judges, Messrs. J. C. Richardson and R. F. F. Gillespie.

HONGKONG STARTS.

Hongkong opened proceedings by taking the ball into Shanghai's territory. Keswick missed a difficult shot and the ball came out to Pollock who missed the post by inches. Shanghai took command, but only for a minute. From under the hoofs of the Shanghai ponies Major Barry gathered the ball and raced down the field. A final swing sent it between the post, and the first blood went to Hongkong.

Shanghai's men were now warming up, and playing a more aggressive game. They were wherever the ball was, and a score seemed imminent. Major Barry missed in an endeavour to clear from the danger zone, but Shanghai failed to take advantage. In the exciting play that followed, Shanghai was unlucky not to score.

SHANGHAI SCORES.

Shanghai opened the second chukker aggressively. Parks Woods got the ball away and was going hard for a goal, but Pollock took it away from him and play centred in mid-field. Then combination told. From one man to another the ball went, Franklin got it in front of the goal and with an easy swinging shot sent it through to even accounts.

Hongkong almost retalliated a moment later, and after an exciting spell the ball came back to mid-field. Shanghai pressed and Keswick relieved, but the relief was only momentary. Burdick sent the ball through and the Shanghai lead of one at the end of the second chukker.

The third chukker opened with the Hongkong team attacking. Barry sent to Keswick, who in turn passed to Burdick. A goal for Hongkong seemed certain, but Allman cleared with a beautiful shot. Burdick followed up and scored.

SPECTACULAR PLAY.

There followed the most spectacular play of the day. Hongkong were hard pressed when out of a maelstrom came Major Barry, the ball flying before him. Time and again he evaded the Shanghai defenders, and at last had only the goal in front of him. His club swished through the air and amid the applause of the onlookers he put the ball safely home.

Shanghai replied immediately. There was a burst of hot play in the centre of the field, after which Allman got the ball away and drove it between the uprights.

The interval came with the scores Shanghai 4, Hongkong 2.

When play resumed, Franklin gathered the ball from the throw in. Pollock failed to stop him and Burdick took it up. Back it came to Franklin who did all that was necessary.

And now it was Hongkong's turn. Barry and Keswick scored in a pretty piece of play and Keswick scored. Shanghai pressed but failed to find the Hongkong men, who were now fighting desperately. Keswick lashed out from quarter way, and the Shanghai men were not able to stop the ball from rolling through.

LEVEL PEGGING.

Pollock scored a minute later amid tense excitement, making the score 6 all.

(Continued on Page 7.)

PTE. LEWIS WINS ARMY TITLE

RARE THREE SET
STRUGGLE

42 GAMES PLAYED

There were many spectators at Sookinpo yesterday to witness the singles final of the Army tennis tournament between Conductor Mitchell, Royal Army Ordnance Corps, and Private Lewis, South Wales Borderers.

It was one of the best performances the Army "other ranks" have produced in Hongkong for many years. Both players appeared a little nervous at the beginning, but settled down as the game advanced. It was a hard struggle for ascendancy throughout and was very close, Lewis winning 6-4, 4-6, 7-5.

Mrs. Cannon was then called upon to present the Cups and Shields to the following:

Singles.—Winner:—Private Lewis, S.W.B.; Runner-up:—Cdr. Mitchell, R.A.O.C.

Doubles.—Winners:—Private Lewis and Private Ronan, S.W.B.; Runners-up:—Sgt. Major Paul and S. Sgt. Savell, R.E.

League Tournament Shield and Cups.—Winners:—Royal Army Ordnance Corps. Team:—Conductor Mitchell, Sgt. Major Anderson, S. Sgt. Mitchell, S. Sgt. Norris, S. Sgt. Sanderson, and Lt/Cpl. Smith.

WEEK-END SPORTS CARD

Hockey, Football and
Cricket Team

The following teams, received too late for inclusion in the Telegraph sports fixtures yesterday, will take part in matches to be played this afternoon and tomorrow.

LEAGUE FOOTBALL.

Division 3.

R.E. v St. Joseph's
Royal Engineers.—Kinnon: Savell & Whitefield: Meehan, Himbury, Fretwell: Whiting, Sloan, Leslie, Hollingworth, Pozz.

University v R.A.S.C.
University.—C.H. Lim: S.P. Loh & K.S. Kow: R. Symons, S. Reed, N. Gornchenko: K.M. Ho, S. G. Tjoa, S.L. Wong, I. Oliveira, C.T. Law.

SUNDAY.

Division 1.

Chinese Athletic v Lincolns.
Chinese.—Wong Yun-chong: Y. Y. Chang & Lai Yuk-fat: Loi Kwok-chu: Lam Yau-ying & Ho Cho-yiu; Leo Hung-ching, Li Wal-koon, Ho Ka-kuon, Mak Sul-hon, Chan Kwong-lu.

CRICKET.

Division 2.

Police v I. R. C.
Police.—King, Thompson, Hunter, Meadows, Booker, Alexander, Minty, Williamson, Baker, Wagland & Carey. Reserves:—Reynolds, Loughlin, and Baker, A.V.

MAMA! HOCKEY.

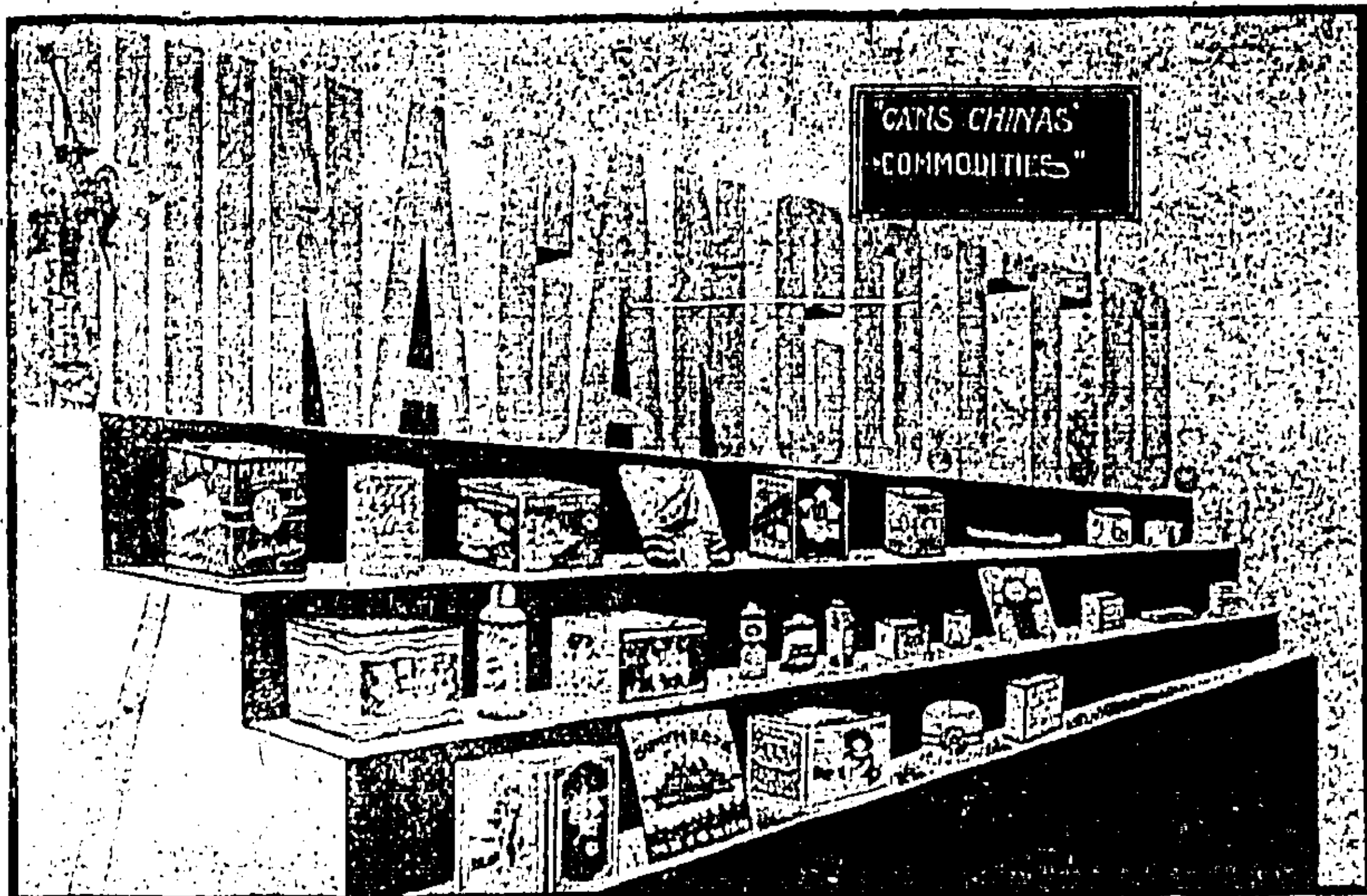
Sunday.

University v Kowloon Indians—Marina.

University.—C. T. Law: A. Banto & A.M. Rodrigues: C.T. Loke, E.L. Foo, E.L. Gosano: S. Reed, A.A. Aziz, Ode Souza, K.M. Ho and R. Woodley.

Radio S.C. v R. Signals—Marina.
Radio.—Surin Singh: Pardu-man Singh: J. S. Grown: Jaggoet Singh, M. H. Hassan, A. Spary: Harbhatan Singh, C. Singh, Awar Singh, Kalwant Singh and Altar Singh.

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TERROR OF THE "WERE-TIGER"

MAN-EATER IN A
HUMAN FORM

STORY OF MALAY LEGEND

A report has been issued showing that 85 persons were killed by tigers during 1931 in the State of Johore, but in the opinion of experts the toll of panic and alarm exacted by the depredations of flesh-and-blood tigers, is as nothing compared with that due to the continued survival, in spite of all civilising influences, of the legend of the "were-tiger."

An estimate of the horror and suspicion directly attributable to this belief is given by Mr. Hubert Banner, a Fellow of the Royal Geographical Society, and author of a number of books dealing with the Malay Peninsula.

"I have talked," he said, "with university-educated natives from whom nothing could eradicate their belief in the 'were-tiger.' There is fear in the villages and a simple coincidence may convict a man in the eyes of his fellows of the heinous offence of being a tiger in human form."

"There is a true story of a man selling brass-ware in the State of Pahang, who had the misfortune to come from Korinchi in Sumatra, the accepted centre of the race of 'were-tigers.' As he drew near the village of Bentong, he was overtaken by darkness and being attacked by a tiger took refuge in a tiger-trap, the only safe place he could find.

Speared in A Trap.

"All night the tiger prowled outside, and in the morning the villagers came to inspect their trap. He greeted them joyfully, but the headman indicated the footprints of the tiger around the trap, and pointed out that there were no marks of human feet. The tiger had obliterated them.

"He was accused of being the tiger, and the headman would take no chances. Least of all when the man, to show his identity, said that he came from Korinchi. He was speared by the villagers as he stood in the trap, and they went home convinced that they had killed the tiger which had been molesting their village.

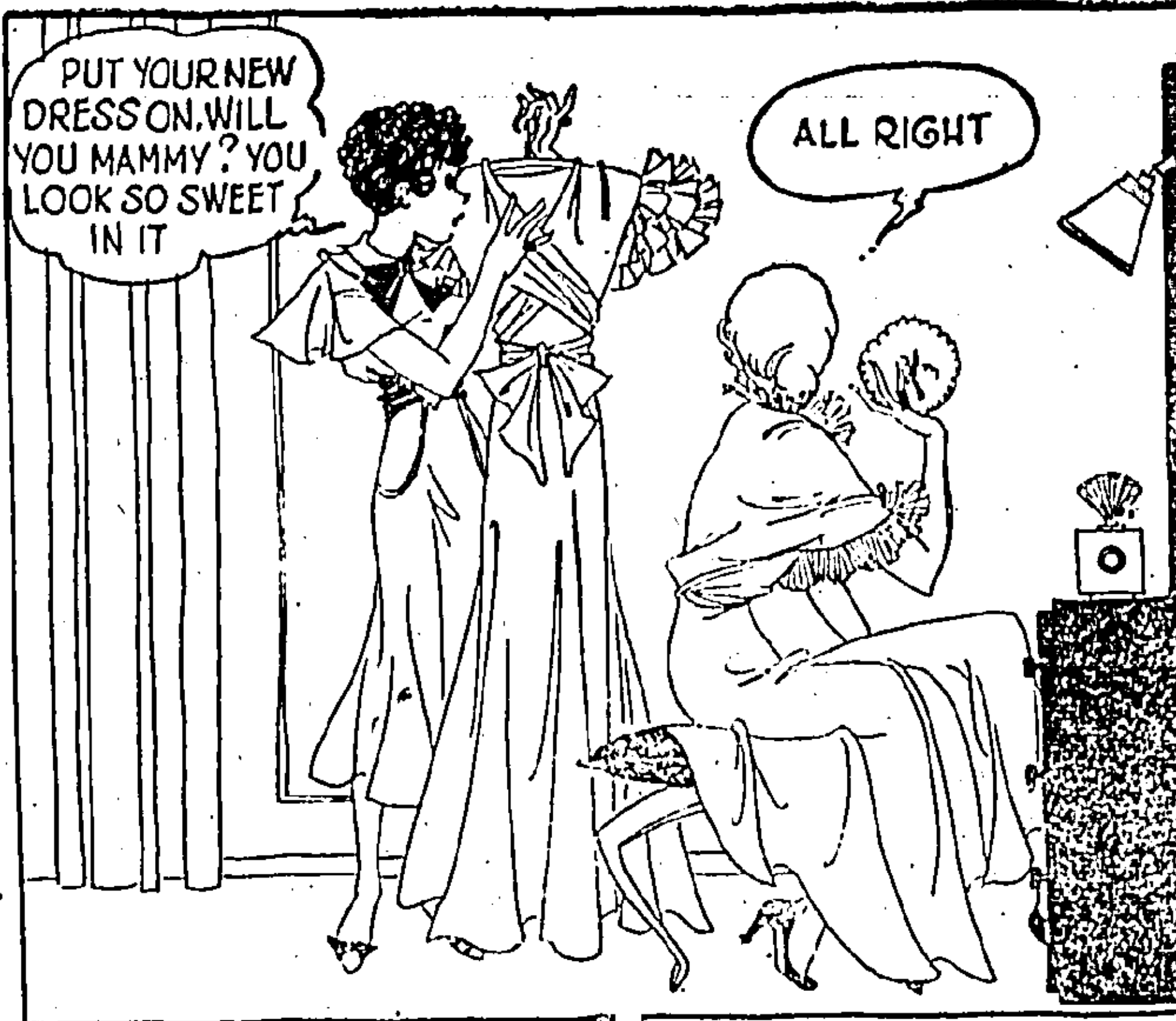
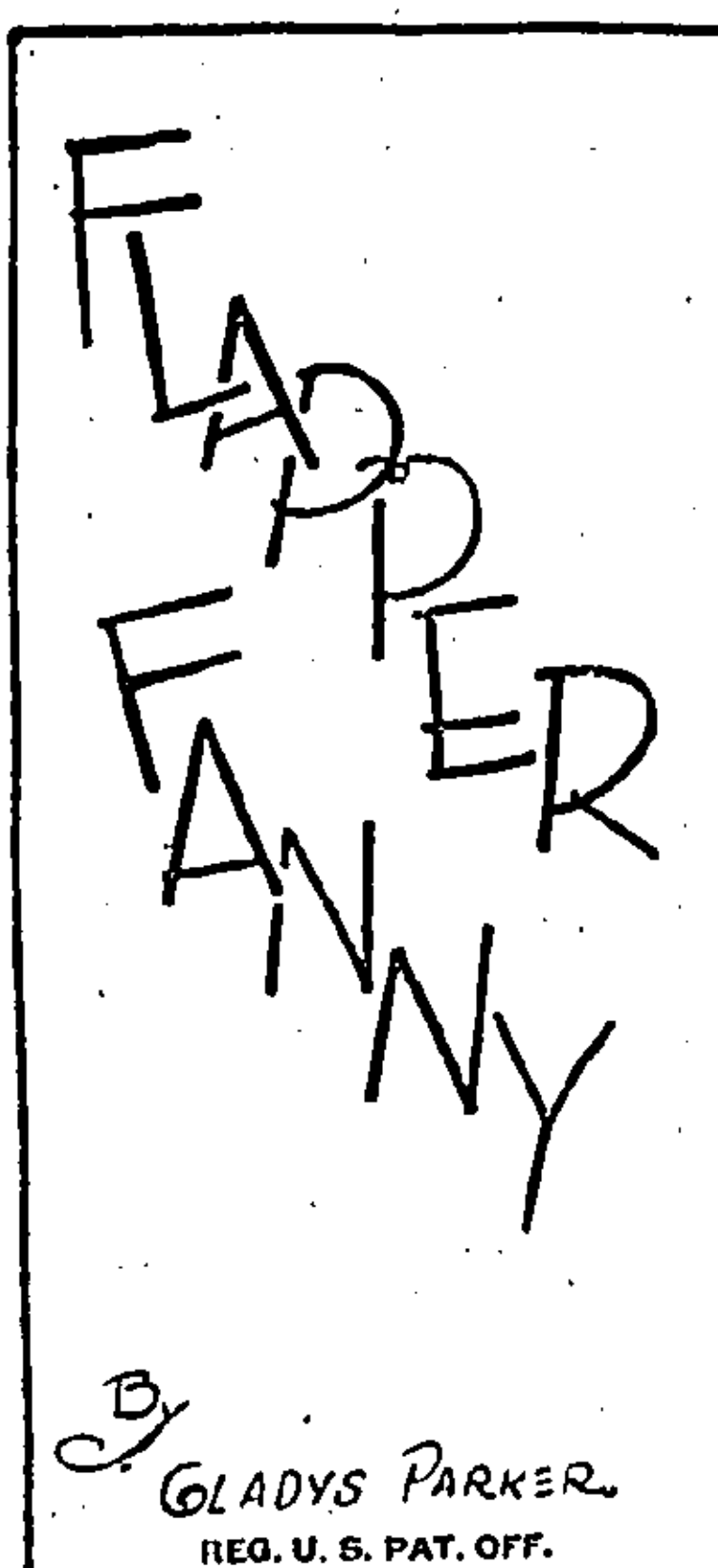
"In Malay the natives have no word for 'were-tigers.' They prefer not to talk about them. But in the Dutch East Indies they are

called 'somersault tigers' from the belief that the creature turns from man into tiger by somersaulting in one particular bewitched spot to which he must always return.

"When a man is suspected of being a 'were-tiger' there are

various local rituals by which he clears himself. In Perak, for example, the witch-doctor will sprinkle the man's head with a mixture of sacred herbs, and will then retire to perform in another place a ritual which culminates in the ceremonial 'shaving' of an

earthenware pot. "If the man's hair is found still in position when the witch-doctor returns he will be released. But if his hair should have fallen out under the influence of the herbs he will be convicted beyond question."



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SEPARATION WANTED.

NORWEGIAN SUES CHINESE HUSBAND

The summons taken out by Elizabeth Wann, Norwegian-born, against her husband, William Wann, Chinese, for a separation order and maintenance, and for the custody of her child aged three, was again heard at the Kowloon Magistracy yesterday before Mr. Butters. Mr. D. L. Strellett appeared for complainant and Mr. O.E.C. Martin for defendant.

Mr. Butters read the evidence of complainant given at the previous hearing, when she stated she married defendant in New York. Complainant said the deposition was correct.

Questioned by Mr. Strellett, complainant said she left her husband in April, since when he had not contributed anything towards her keep or her child's. Defendant was earning something when she left him but she did not know whether he was still doing so.

No Money.

In answer to Mr. Martin, complainant said she had no money and was unable to provide for her child.

During the last two months, he has given him food?—No. Not to my knowledge.

Do you deny he has given him food?—Yes.

You are very fond of cinemas?—No.

Do you go often?—No.

When did you go last?—I don't know.

One month? Two Months?—How long?—About a month ago.

Went Out in Evenings.

During the last month, did you go out at all?—Yes, in the evening.

Up to what time?—Up to 12 o'clock sometimes.

Sometimes later?—Yes.

After 3 a.m.?—No.

Who looked after the child when you were out?—My amah.

You have an amah?—Yes.

Has your husband given food to the child when you were out?—No.

Out Late Only Once.

You have been out late only

CROATIAN PLOT

ALLEGATION OF ITALIAN IMPLICATION

Belgrade, Oct. 14.

Allegations of Italian implication in the Croatian plot unearthed last week are made in a report by the Yugo-Slavian Ministry for the Interior.

The report alleges that plans were made for the Italian fleet to blockade the Dalmatian Coast and supply arms and ammunition to the revolutionaries. Italian troops would seize Mount Velebit, thus ensuring victory.

The revolution was timed to take place in the spring, and following the exposure, 120 were arrested.—Reuter.

once during the last two months?—Yes.

If the amah said you have been out into continuously, would that be true?—No.

Your amah leaves at 10 p.m. usually, doesn't she?—Yes.

If she said she had to stay late because you did not come home, would that be true?—No.

Have you ever been to the cinema except with your husband?—No.

Went With Indian.

I believe you have already told the Court that you have been to the cinema with an Indian?—Yes, once. My husband knew about it then.

Have you been to the cinema with a Portuguese?—No.

Did your husband give you permission to go with the Indian?—Yes.

He approved of your going?—Yes. He gave me permission the night before.

No Clothes.

Asked whether her husband had bought her any clothes, witness said he had not done so, but she had bought some herself, with his money?—Yes.

Would you complain that he didn't buy you any clothes?—He gave me money to buy food and I bought clothes.

Are you alleging your husband could have given you money for

OBITUARY

RESPECTED PORTUGUESE LADY'S DEATH

A highly respected member of the Portuguese community, Mrs. Maria Honorina Osmund, wife of Mr. Arthur F. Osmund, passed away on Thursday night after a brief seizure.

The deceased lady had been in indifferent health for a considerable time before her death, but on Thursday evening was able to attend a birthday reception given by one of her daughters. She left to return to her residence at No. 1, Liberty Avenue, Homantin, early that night, but on reaching home was taken seriously ill, and passed away shortly afterwards. Death, due to blood pressure and weakening of the heart, occurred at the age of 49.

The late Mrs. Osmund had survived a former husband, Mr. Xavier, and there are two children by the former marriage, Messrs. D. P. and J. P. Xavier. She leaves to mourn her, in addition to these two children and her husband, two stepdaughters, the wives respectively of Messrs. F. V. D'Almada Remedios and F. E. D'Almada Remedios. Her brother-in-law are Messrs. C. H. G. V. and E. E. Osmund.

There was a large attendance at the funeral, which took place at the Roman Catholic Cemetery last evening. The service was conducted by the Rev. Fr. Spada.

Leading members of the Portuguese community were included in the large number of friends who sent floral tributes.

clothes?—Yes.

Do you always have sufficient clothes to wear?—Yes, to stay home but not to go out.

Mrs. Wann said she did not like Chinese food. She cooked her husband's food immediately on arrival in Hongkong, and sometimes he cooked it. She did not like rice and therefore made her own food. She could not complain about her food.

The hearing was adjourned to Wednesday.

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(HAL) M.S. "Rheinland" 8th Nov. Genoa, Marseilles, Havre, Antwerp, R'dam, H'burg.		
(NDL) M.S. "Saale" 2nd Nov. M'les, Canea, L'don, A'dam, R'dam, H'burg, B'men.		
(HAL) M.S. "Kulmerland" 15th Nov. Genoa, Barcelona, R'dam, H'burg.		
(NDL) M.S. "Fulda" 19th Nov. Genoa, B'ona, Lisbon, A'dam, R'dam, H'burg, B'men.		
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BOOKS OUT OF SCHOOL

WHAT BOYS AND GIRLS READ

At the Library Association Conference at Bournemouth a discussion took place on the reading habits of children.

Mr. E. Osborne, Derbyshire County Librarian, said that a recent questionnaire sent to 1,200 elementary school children between the ages of 10 and 14 in Derbyshire revealed that "Oliver Twist," "Alice in Wonderland," "Little Women," and "The Jungle Books" were the girls' order of preference. Adventure stories such as "Treasure Island" and "Robinson Crusoe" were high up on the boys' list.

Dickens had a greater appeal to the girls than to the boys. Scott was relegated to ninth in both lists. "The Pilgrim's Progress" and "Westward Ho!" all seemed to find little favour. Girls had long since dispelled the idea that such an exciting book as "Treasure Island" was exclusively for boys. More than 20 per cent. of the girls' reading was in the field of boys' literature.

The analysis further revealed that school stories appealed more strongly to the girls and adventure stories to the boys. Girls preferred fairy stories and works on handicraft, while boys wanted to know how to make things and to read also mystery and detective stories.

The Child's Outlook.

There was ample advice to children of what they should read. It was written by adults, perhaps from their own point of view, and the importance of the child's opinion was too frequently overlooked. The reading of children should be to them a joy, and never a task, and the aim of librarians should be to give them books which would arouse their interest, rather than to give them the most edifying and instructive volumes, which would waken no desire to read them. Children read, primarily for the story interest.

"One of the most illuminating things the inquiry revealed," Mr. Osborne added, "was the extent to which cheap stories and magazines are bought by children. There is a considerable amount of canting denunciation of the 'Buffalo Bill' and 'Thick-Ear' type of reading, but I do not think there is anything either unhealthy or unnatural in children's devotion to it, provided that the girl or boy is a healthy normal being."

"It is a phase through which children pass, and will pass if they are led to better books. It is a disease which they catch as inevitably as measles, and which should vanish leaving as little trace. The boy of 14 has a craving for adventure which demands an outlet and finds it where it can."

The "school story" stage of girls, he continued, resembled the "blood story" stage of boys, and it would pass in similar fashion. Because of a boy's natural love of adventure it should be possible to arouse his deepest interest in true narratives of exploration and discovery. What did real harm was the shoddy style of the stories and the small type in which they were printed upon badly-coloured paper.

Good Books Rare.

It was not the librarian's job, however, to show superior disapproval of "blood" stuff, unless he could provide instead something better in writing and conception, but still attractive to the young. Librarians must cater for this dominating passion for adventure by providing stories which dealt with the same elements of crime and adventure, but in a more finished and cultured form.

Children were self-contained and intensely individual. They liked to imagine themselves the centre of things, and almost invariably identified themselves with the heroes of the stories they wrote. Good books for children were rare, and it was a difficult problem to sort the good from the bad among the mass that was continually pouring from the Press.

Miss M. Gilbert said that girls seemed to prefer very much more than boys fantastic and humorous stories. This suggested that girls had a much keener sense of humour than boys, were more romantic, and, in a sense, more witty.

A CUT HAND.

HOOVER'S ORDEAL OF HAND-SHAKING

Washington, Oct. 14. President Hoover slightly cut his right hand at a reception here. There were four thousand guests, including Lord Reading. The President had greeted two thirds of the guests when this hand began to bleed. The White House doctor therefore advised him to retire for the night. It is presumed that the cut was caused by a ring.

The occasion was the laying of the corner stone of the new Supreme Court building. —*Reuter.*

MOTORS OF THE FUTURE

SUCCESS OF HEAVY OIL EXPERIMENTS

CHEAPER & SAFER THAN PETROL

The development of engines of the Diesel type, run on heavy oil, in which many engineers see the future of road transport, is seriously jeopardised in England by the prevailing uncertainty regarding the taxation of this class of locomotion.

The stage has now been reached, it is claimed, when maintenance and depreciation charges are no more than those for petrol-driven engines; acceleration and running qualities are satisfactory for heavy vehicles, and fuel costs have been reduced by more than 60 per cent.

Yet plans for any extensive change-over have been held up in view of the recent report of the Conference on Rail and Road Transport, which proposed increases of taxation on vehicles using fuels other than petrol, ranging from £7 in the case of vehicles under 12 cwt. to £340 in the case of a 10-ton vehicle run on solid tyres.

"For more than three years we have undertaken extensive experiments with compression ignition engines," Mr. G. J. Shave, Chief Engineer of the London General Omnibus Company stated, "and large sums have also been spent by other companies on similar research."

Cost Per Gallon.

"We have now 100 omnibuses of this type on the streets and can definitely state that the cost of maintenance and depreciation is no more than for a petrol engine. Mileage per gallon has been increased from 5 to 8, and an increase of 100 per cent. is claimed by some makers. The cost of fuel per gallon is about one half of the present price of petrol."

"Acceleration is excellent and there is greater efficiency at slow speeds because the pressure in the cylinders is the same at all engine speeds. The fumes contain less carbon monoxide and are therefore less likely to be harmful than those of petrol."

"Risk of fire is virtually eliminated and from a national point of view there is a much greater probability of heavy oil being produced on a commercial scale from coal than is the case with petrol. A great deal of money has been sunk in research and there is real danger that taxation on the scale suggested would cripple development."

"The question of fire risk would be of special value in the future development of aircraft, and there is the further consideration that a much less weight of fuel would have to be carried."

Engines' Longer Life.

"I think that much longer life will be obtained from such engines. Running at not more than 2,000 revolutions per minute in place of, say, 4,000 for a petrol engine, there must inevitably be less wear and tear. More durable compression pumps are needed, but in 70,000 miles we have not worn out a pump, and there is nothing to prevent a pump as a whole or any part of it being replaced separately."

"We have already produced satisfactory engines for omnibuses, but there is admittedly need for still more work to be done before such engines are suitable for private cars. The question at issue is whether this work, which may be claimed to be of national importance, is to be encouraged or held up."

"Where practical results have been already obtained the position is that even with taxation equivalent to the petrol tax there would still be a saving, but the incentive to a general change-over is not sufficient to justify the capital expenditure involved."

DEAD MAN'S ARSENIC

ENOUGH TO KILL 624 PEOPLE

The discovery in the clothing of a dead man of a packet containing enough arsenic to kill 624 people was described at the resumed inquest at Minehead, Somerset, on Arthur James Hares, aged 32 years, shop manager of Westbourne-avenue, Ward End, Birmingham, who was found dead on Porlock Hill on August 16. The inquest was opened on August 19 and was adjourned for an analysis on certain organs.

The Coroner referred to a letter which he had received. He remarked: "I do not, as a rule, take any notice of anonymous letters, but it seems to me, in view of this letter and the facts which have come to light, we ought to make some further inquiries."

Stating that he had shown the letter to the widow and warned her that she must not discuss its contents, the Coroner then adjourned the inquest until September 20 for further inquiries.

The widow stated in her evidence that on July 14 her husband fell down stairs and fractured two of the lumbar vertebrae. After being treated in the Birmingham General Hospital he was advised to remain in bed for some days. He was able to get downstairs on August 9, and on August 12, when she returned from going shopping, she was surprised to find him missing. Her husband went off his food after the accident and lost weight. He was also very quiet.

Coroner and Widow.

The Coroner—in view of the analyst's report I must ask you this. Was there to your knowledge any arsenic in your house?—No, I had no knowledge whatsoever of any arsenic in his possession.

Police—constable Buckingham stated that on searching the body he found a packet labelled "arsenic" in the dead man's pocket. The packet had not been purchased locally.

Reading the report furnished by the Somerset County Analyst, Dr. Godfrey Carter, the Coroner, said that this showed that Mr. Hares must have taken a very large dose of arsenic.

Replying to the Coroner, Dr. Clarke said that the packet contained 3.9 ounces of white arsenic, enough to poison 624 people.

The Coroner in adjourning the inquest, stated that it was most difficult to trace the sale of this arsenic. From the public point of view it was most unsatisfactory if people could get this amount of arsenic which would poison all this number of people without signing for it.

placed separately.

"We have already produced satisfactory engines for omnibuses, but there is admittedly need for still more work to be done before such engines are suitable for private cars. The question at issue is whether this work, which may be claimed to be of national importance, is to be encouraged or held up."

"Where practical results have been already obtained the position is that even with taxation equivalent to the petrol tax there would still be a saving, but the incentive to a general change-over is not sufficient to justify the capital expenditure involved."

CONSIGNEES' NOTICE.

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The Motorship, "FELIX ROUSSEL" Arrived Hongkong on Tuesday, the 11th October, 1932. From MARSEILLES &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Friday, the 21st October, 1932, or they will not be recognized. Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs.—Goddard and Douglas at 10.00 a.m. on Monday, the 17th October, 1932. Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hongkong, 11th October, 1932.

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Goods not cleared by the 20th inst. will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesday and Friday, at 2.30 p.m. within the free storage period. For the examination of dutiable goods, the consignees must arrange for a Revenue Officer to be present.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 13th October 1932.

LINER PRISONER DISAPPEARS

POSSIBLY HIDDEN AS "LUGGAGE"

Mystery surrounds the strange disappearance of Louis Leitzelmann, a Marseilles cashier, from the French liner, General Metzinger, in which he was being brought back to France from Egypt to answer a charge of embezzling 1,400,000 francs from his employers, a Marseilles oil company.

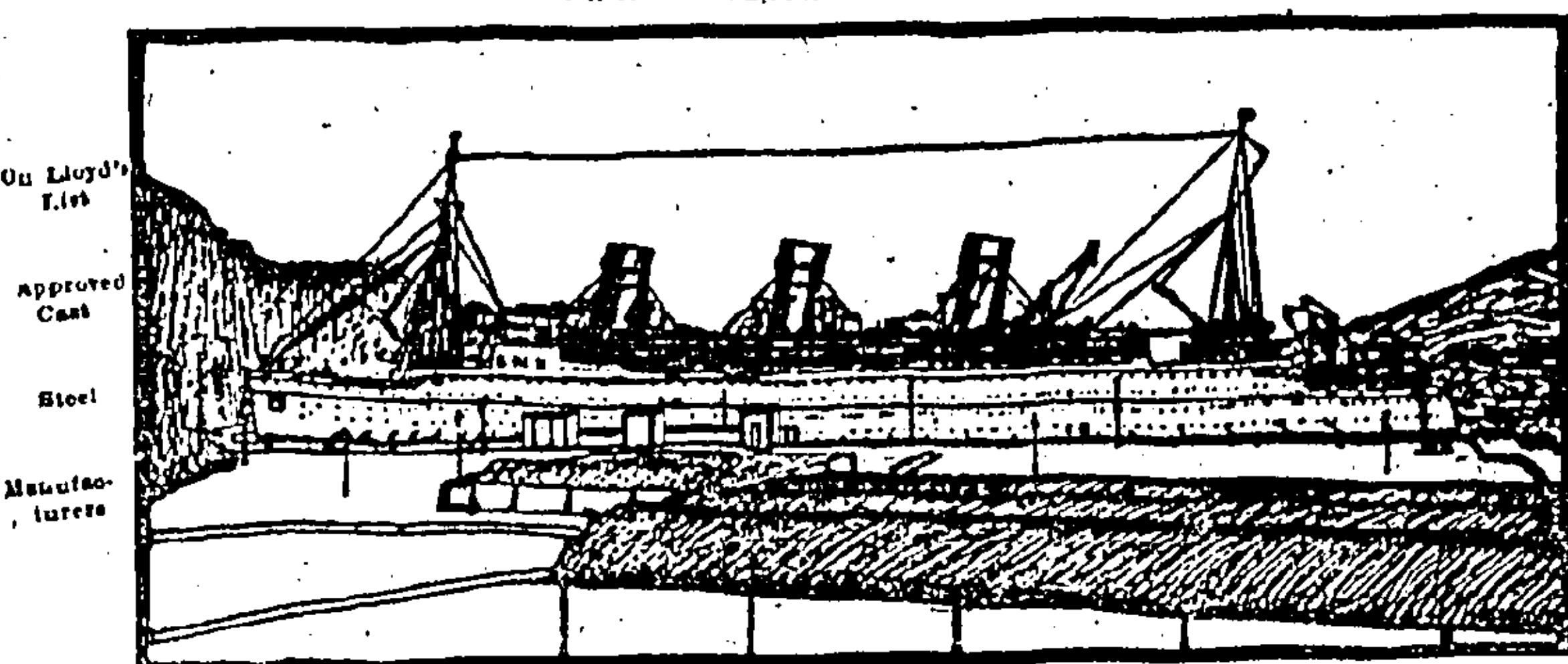
He was last seen when the liner was some hours out of Marseilles. Police are now following up the theory that he hid himself in a trunk and was taken ashore as "luggage." It is also possible that he dived into the sea through the port-hole of one of the ship's bath-rooms and tried to swim ashore. Another theory is that he left the steamer when it arrived at Marseilles dressed as a stevedore.

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*ALIPORE	5,300	25th Oct.	Straits, C'ho, & B'bay
RAJPUTANA	17,000	5th Nov.	Bombay, M's & L'don
*BANGALORE	6,500	12th Nov.	B'bay, M's, L'don, Havre, H'burg, Rotterdam, Antwerp & Hull
CORFU	15,000	19th Nov.	Bombay, M's & L'don
*COMORIN	15,000	3rd Dec.	Bombay, M's & L'don
*BHUTAN	6,000	10th Dec.	B'bay, M's, L'don, Havre, H'burg, Rotterdam Antwerp & Hull
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*BHUTAN	6,000	30th Oct.	S'hai, Kobe & Yokohama
TAKADA	7,000	4th Nov.	Amoy, Moji, Kobe & Yokohama
COMORIN	15,000	4th Nov.	S'hai, Kobe & Yokohama
TANDA	7,000	6th Nov.	S'hai, Moji, Kobe, Osaka & Yokohama
RANPURA	17,000	18th Nov.	S'hai, Kobe & Yokohama
MALWA	11,000	26th Nov.	S'hai, Kobe & Yokohama

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TAIPING	Nov. 11th	Nov. 18th	Nov. 21st	Dec. 7th
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TAIPING	Jan. 10th	Jan. 17th	Jan. 20th	Feb. 6th

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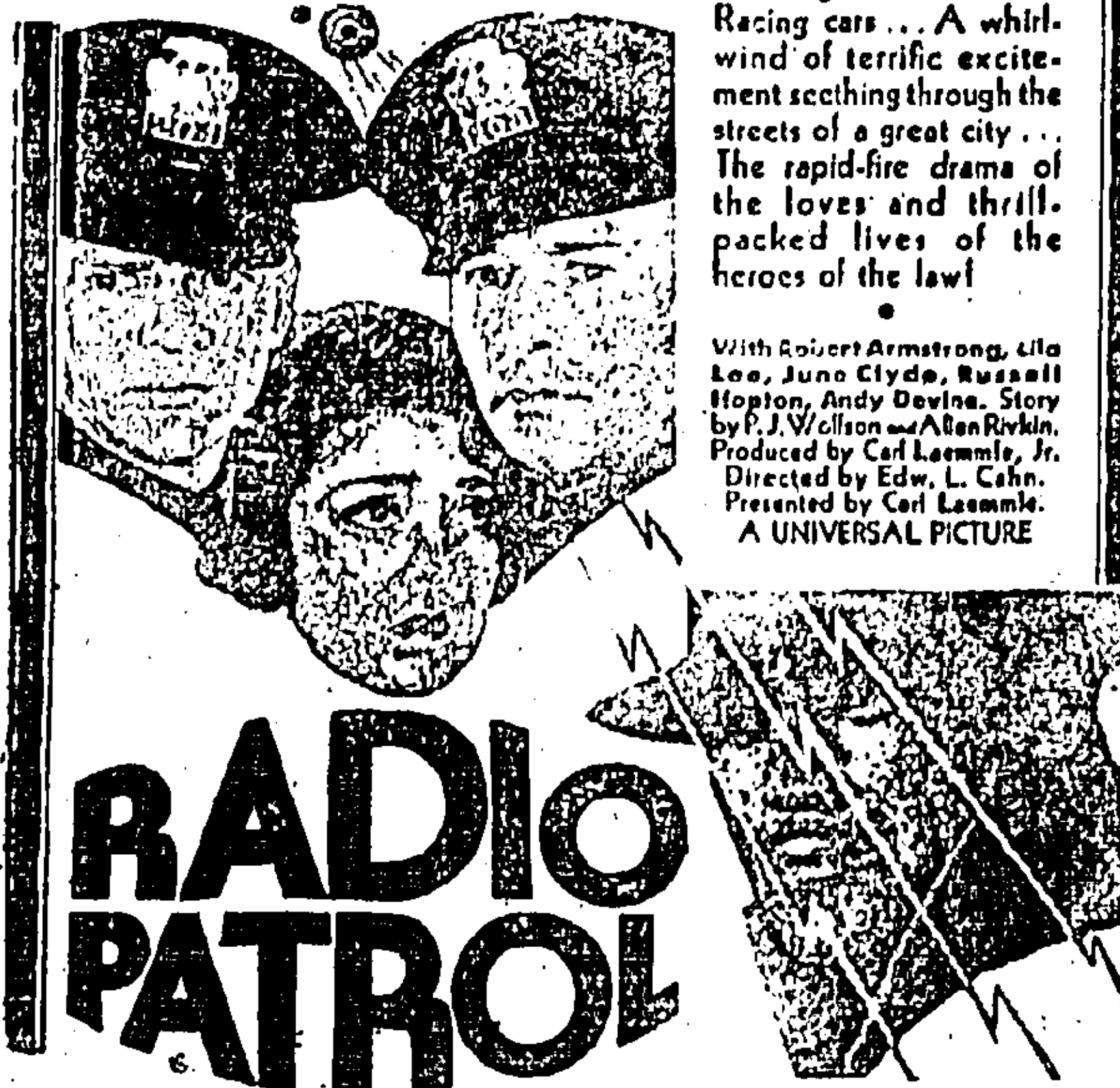


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Your pulses will pound to excitement such as never before screened. You'll thrill & throb as you see the rapid-fire story behind a great city's police force. It's drama soothing through thrill-filled nights.



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TOBACCO FOR CONVICTS

MUI-TSAIS FINED FOR SMUGGLING

"Mr. Plumb was stabbed two years ago and we never found out how the dagger got into the Prison," commented Mr. T. W. Franks, Superintendent of Prisons, when prosecuting, before Mr. Wynne-Jones at the Central Police Court this morning, two Chinese girls on charges of smuggling tobacco into Victoria Gaol on the afternoon of Thursday last.

The defendants, Ma Fung-ying, aged 18, and Ho Wong-hi, aged 16, mui-tsais living at 20A, Shelley Street, were alleged to have smuggled 11 ounces of tobacco into the Gaol without the permission of the Superintendent of Prisons. Both defendants pleaded guilty.

Mr. Franks informed his Worship that at 4.15 p.m. on Thursday, an Indian officer on duty in the "B" Hall of the Prison happened to look at a window above and saw four prisoners on the side of the window, which was about ten feet from an outside house. He saw a bamboo pole being pushed through the window with a parcel attached to the end. He went towards the prisoners who then left, one of them taking the parcel back to his cell, where it was deposited.

On going to the window, the officer saw three women in the house opposite, one of whom had a bamboo pole in her hand. She was seen to withdraw it from the Prison window. When the parcel was searched, it was found to contain the tobacco.

Detective Inspector W. Shannon intimated that the police were told by the girls' mistress that prior to their registration, as mui-tsais they were very obedient, but since their registration they would not take advice and could not be corrected.

His Worship remarked that in view of their ages he did not want to send them to prison, although it was a serious offence.

Mr. Franks said if people could pass tobacco into the Prison, pistols or anything else could likewise be passed in. But he was not pressing for imprisonment, in view of the defendants' ages.

Each defendant was fined \$25 and further bound over in a sum

MACAO SELECTIONS

Wild Life a Safe Thing for St. Leger.

By "Ringtail."

My selections for the Macao Race meeting to be held to-morrow are as follows:—

1st Race.

Venturous.
Whitehall.
Trestwick.

2nd Race.

Gallant Fox.
Valley Hall.
Estrellita.

3rd Race.

Rooslan.
Cupid.
White Star.

4th Race.

Punch.
Wombly Stag.
Alexandra Hall.

5th Race.

Wild Life.
White Jade Stag.
Flying Tourist.

6th Race.

Golden Arrow.
Powerful King.
Cebu.

7th Race.

Tien Feng Shan.
Pure Music.
Blue Plane.

An overdose of opium was taken by Cheung Kuen, aged 24, married woman, of 36, Cheung On Street, in an attempt to commit suicide yesterday. She was later removed to the Kwong Wah Hospital.

DEATH.

RIBEIRO.—On October 15, 1932, at her residence, No. 14, Stafford Road, Kowloon Tong, Esperanca (Coracao) Vieira Ribeiro, the dearly beloved wife of Mr. J. C. V. Ribeiro. Funeral will pass the Monument this evening at 5.30 o'clock. (Shanghai and Macao papers please copy).

of \$250 each to be of good behaviour for one year.

COMPANY LAW AMENDMENT

LIMIT TO BANKING PARTNERSHIPS

Over 180 pages of the Government Gazette are devoted to the draft of an Ordinance to consolidate and amend the law relating to Companies.

This Ordinance enacts, with effect from the first of July, 1933, the provisions of the Companies Act, 1929, so far as they are applicable to local circumstances; and, to facilitate reference to textbooks and cases on the Act, the corresponding section of the Act is given in the marginal note to the various sections.

In certain sections, however, it has been necessary to incorporate special local provisions taken from the enactments repealed by the Ordinance. Thus it has been necessary to include provision for China companies within the limits of the China Orders in Council.

In section 331 and 332, twenty is taken as the limit for banking as well as other partnerships as was the case in section 2 of the 1911 Ordinance.

In other sections the time limited for doing acts is extended to meet local conditions.

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Hongkong and Castle Peak.—First class, 30 cents; second class, 20 cents.

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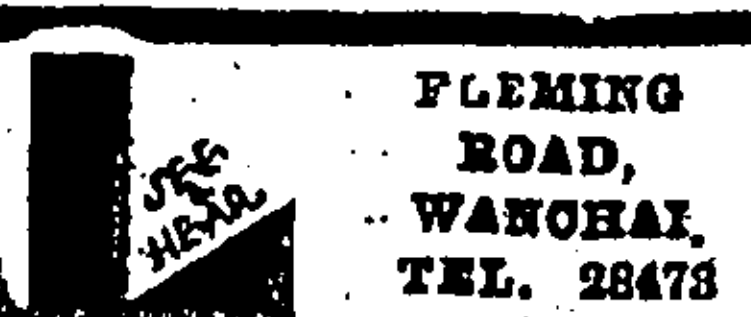
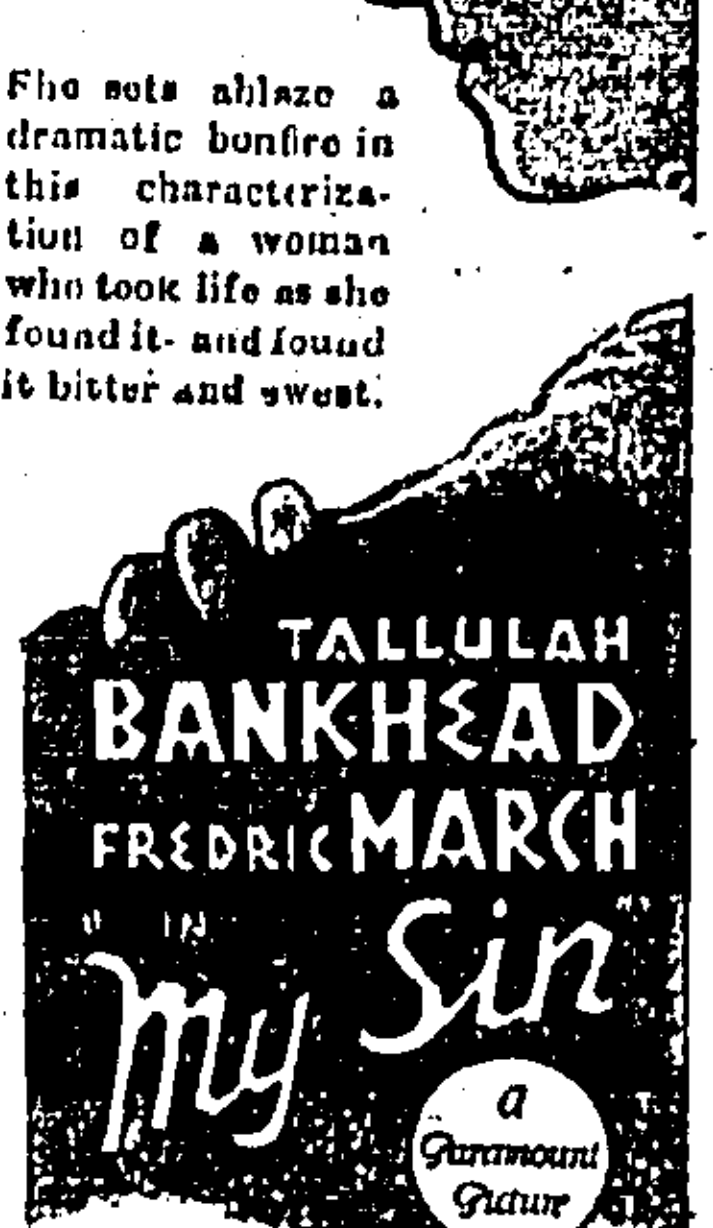
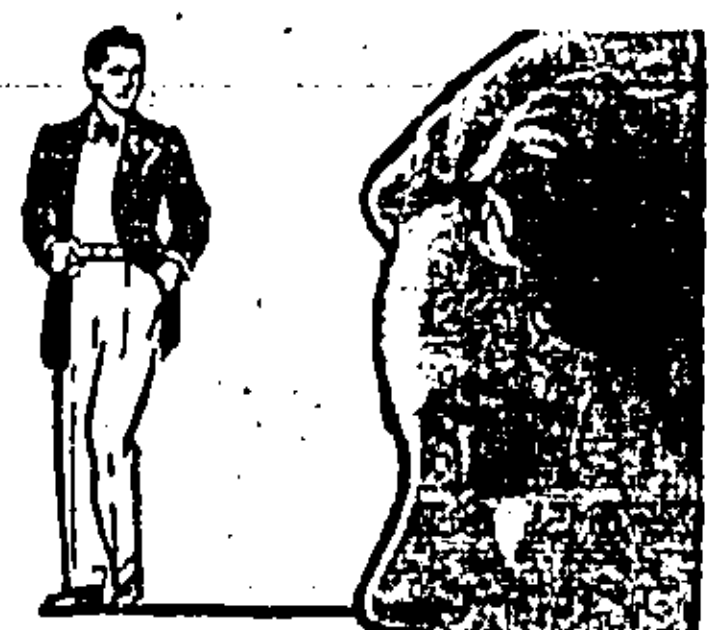


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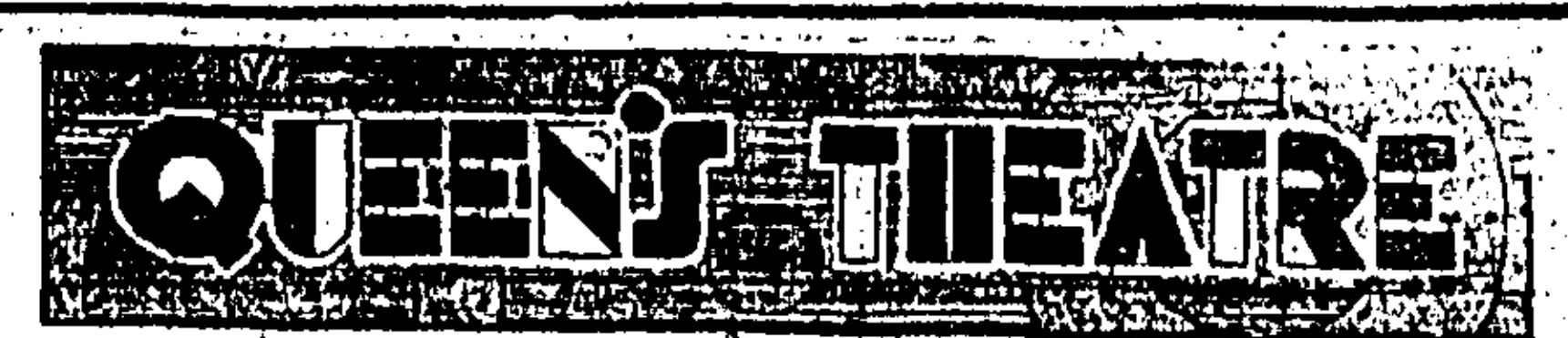
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